

ORAL ARGUMENT NOT YET SCHEDULED

Case Nos. 24-1087, -1100, -1132, -1158, -1195, -1196, -1197, -1206

**In the United States Court of Appeals
for the District of Columbia Circuit**

COMMONWEALTH OF KENTUCKY and
STATE OF WEST VIRGINIA, *et al.*,

Petitioners

v.

U.S. ENVIRONMENTAL PROTECTION AGENCY, *et al.*,

Respondents

ENVIRONMENTAL LAW & POLICY CENTER, *et al.*,

Intervenors

On Petitions for Review of a Final Action
of the U.S. Environmental Protection Agency

ADDENDUM TO STATE PETITIONERS' BRIEF

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PRIMARY STATUTE

A. Section 202(a) of the Clean Air Act, 42 U.S.C. § 7521(a), provides:

(a) AUTHORITY OF ADMINISTRATOR TO PRESCRIBE BY REGULATION

Except as otherwise provided in subsection (b)—

- (1)** The Administrator shall by regulation prescribe (and from time to time revise) in accordance with the provisions of this section, standards applicable to the emission of any air pollutant from any class or classes of new motor vehicles or new motor vehicle engines, which in his judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare. Such standards shall be applicable to such vehicles and engines for their useful life (as determined under subsection (d), relating to useful life of vehicles for purposes of certification), whether such vehicles and engines are designed as complete systems or incorporate devices to prevent or control such pollution.
- (2)** Any regulation prescribed under paragraph (1) of this subsection (and any revision thereof) shall take effect after such period as the Administrator finds necessary to permit the development and application of the requisite technology, giving appropriate consideration to the cost of compliance within such period.

[Remainder of subsection omitted.]

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* * *

**DECLARATION OF JASON GLASS IN SUPPORT OF
PETITIONER COMMONWEALTH OF KENTUCKY'S
PETITION FOR REVIEW**

I, Jason Glass, hereby declare as follows:

1. My name is Jason Glass and I currently serve as Director of the Regulation and Inspection Division within Kentucky's Department of Agriculture ("Department"). I have served in that role since 2018.

I have a bachelor's degree in agriculture economics from the University of Kentucky. I am over the age of eighteen and competent to testify about the matters in this declaration based on my personal knowledge, my experience with the Department, and information provided to me by Department personnel.

2. I am providing this declaration in support of the Commonwealth of Kentucky's petition for review of the Rule issued by the EPA entitled "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," published at 89 Fed. Reg. 27,842 (April 18, 2024).

I. The Department's light-duty vehicle fleet

3. Among my duties as Director is the responsibility of managing the Department's motor vehicle fleet. Approximately 80% of the Department's vehicle fleet is assigned to staff performing field operations throughout the Commonwealth. The vast majority of these field operations occur in rural areas. As such, Department employees depend on a reliable vehicle fleet to perform their job duties. My staff and I are responsible for ensuring proper maintenance and procurement of vehicles that will keep Department employees safe and capable of performing their important work.

4. The Department currently owns 151 vehicles. Of these, 94 vehicles are under 8,500 pounds by gross vehicle weight rating ("GVWR"). They include: 11 one-half ton trucks; 6 large SUVs; 10 mid-size SUVs; 41 small SUVs; 25 sedans; and 1 light-duty van.

5. Although the Department procures its own fleet, its procurement guidelines are governed by the same regulations promulgated by the Finance and Administration Cabinet for all Commonwealth-owned vehicles. Specifically, 200 Ky. Admin. Reg. 40:020 § 4(3) provides in relevant part that a vehicle shall be considered for replacement if it: (a) is 7 years old; (b) has been driven 140,000 miles; (c) is inoperable; (d) is unsafe; or (e) is in need of extensive repair that would not be economically feasible.

6. Many of the Department's vehicles are currently eligible for replacement. However, supply chain issues that arose during the pandemic constrained the Department's procurement ability. Currently, the Department maintains an annual budget of \$750,000 to procure new vehicles for the Department's vehicle fleet.

II. The Rule's Impact on the Department

7. The Department currently replaces approximately 13 light-duty vehicles annually. Maintaining this practice will result in the Department replacing approximately 13 light-duty vehicles every year between 2027 and 2032. Because the Department replaces each vehicle with a new vehicle of like kind, the Department anticipates purchasing

new vehicles in model years 2027 through 2032, all of which will be impacted by the EPA's Rule.

8. Because the EPA's Rule will require manufacturers to increase production of electric vehicles, the supply of new internal combustion models will likely be more limited. A smaller supply of internal combustion models will result in increased prices for those models.

9. The Department's responsibilities under state and federal law, coupled with Kentucky's current infrastructure for charging electric vehicles, means that electric vehicles are not a viable alternative to internal combustion models for the Department. As of August 28, 2024, there are approximately 333 electric vehicle charging stations in the Commonwealth.¹ Although the Kentucky Department of Transportation intends to increase the supply of electric vehicle charging stations, the plan calls for most chargers to be installed along Kentucky's parkways and interstate highway sections.² Moreover, this plan is contingent on

¹ *Alternative Fueling Station Locator*, U.S. DEPT. OF ENERGY, available at https://afdc.energy.gov/stations#/analyze?country=US®ion=US-KY&tab=fuel&fuel=ELEC&ev_levels=all (last accessed August 28, 2024).

² *Kentucky's Electric Vehicle Infrastructure Deployment Plan*. KY. DEPT. OF TRANSP. (Sept. 2023). https://kyevcharging.com/application/files/4916/9660/7455/2023KY_EV_StatewideNEVIPlan.pdf

incentivizing private parties to build charging stations because Kentucky does not plan to own the charging stations. Overall, the plan is for charging stations to be installed every 50 miles along Kentucky's parkways and interstate sections.

10. The Department's employees, however, must spend significant time driving in rural areas away from the parkways and interstates. For example, the Department currently employs 7 inspectors in the Agriculture Branch of the Pesticides Division. The Agriculture Branch is responsible for enforcing the provisions of KRS Chapter 217B with respect to the sale, distribution, and use of pesticides used in agriculture, (*e.g.*, dicamba, glyphosate, atrazine, etc.). Enforcement actions are driven by routine inspections and complaints, such as allegations of property damage following inappropriate use of pesticides. To investigate such complaints, Agriculture Branch inspectors must drive to the site of suspected misuse to inspect the scene and collect evidence, such as soil and foliage samples.

11. The Agriculture Branch inspectors are assigned to different regions of the Commonwealth, as shown in Figure 1. There currently ex-

ists a large disparity across these regions with respect to available electric vehicle charging stations. For example, in the 17-county region containing Jefferson County (orange), which is surrounded by interstates and parkways, there currently exist approximately 146 charging stations, with at least one in almost every county in the region. However, in the region to the immediate south (yellow), which spreads from Logan County in the west of the region to Lincoln County in the east of the region (an area containing 15 counties), there are currently only 24 charging stations. Nineteen of these charging stations are in Warren and Barren Counties, which are adjacent to each other. Similarly, in the far west region (green), which begins in Fulton County to the west and spreads to Todd County in east (an area containing 15 counties), there are a total of 20 charging stations. The region to the north of these two regions and to the west of the Jefferson County region (blue), which spreads from Union County in the west to Meade, Breckinridge, and Grayson Counties in the east, contains only 10 charging stations for all 13 counties in that region.

12. Because of the paucity of charging stations in several of these regions, Agricultural Branch inspectors will be tethered to the counties

containing charging stations. In addition to their normal duties, inspectors will have to plan their inspections around their ability to reach the scene of the inspection and return. Moreover, upon their return, inspectors will have to spend significant time waiting for their vehicles to charge, which is less time that can be used carrying out inspections.

13. In addition to enforcing Kentucky law, the Agriculture Branch also acts on behalf of EPA to enforce federal law. The Department currently participates in a cost-sharing arrangement with the EPA pursuant to a federal grant in which the Department agrees to perform several enforcement actions on behalf of EPA. The grant amount is fixed in exchange for completing certain metrics based on various types of enforcement actions. However, because the logistical burden associated with using electric vehicles will increase the time and resources spent performing each enforcement action, the value of the Department's cost-sharing agreement with EPA will be diminished because of its Rule.

14. If the EPA's Rule has its intended effect of nearly eliminating all internal combustion models from the automobile market, the Department will also have to invest in additional infrastructure to support an electric vehicle fleet. The Department anticipates it will have to install

its own electric vehicle charging station at the Department's headquarters in Frankfort, Kentucky, for employees to charge their vehicles and to charge the fleet's reserve vehicles that are available when an employee's vehicle requires maintenance. Alternatively, for those employees who do not commute to the Department's headquarters, the Department will be required to either install charging equipment in the employees' homes for overnight charging or incur the cost of employees' time spent at a charging station before or after work hours. If the Department takes the former approach, it must also either install a separate meter at the employees' homes to determine electrical usage or use some other reimbursement method for the increase in the employees' electrical bill. Regardless, EPA's Rule will result in significant costs.

15. Even the quickest charging vehicles take on average about 30 minutes to charge from 5% to 80% battery.³ But given the increased number of electric vehicles that will need to plug-in, the consumer will also spend time waiting for the person in front of them to finish charging their vehicles. Large lines will accrue during the morning and evening rush

³ Erick Ayapana. *The 10 Fastest-Charging EVs We Tested in 2023*. Motortrend (Dec. 25, 2023) <https://www.motortrend.com/features/fastest-charging-evs/>

hours if significant improvements to infrastructure are not made before the market is saturated with electric vehicles.

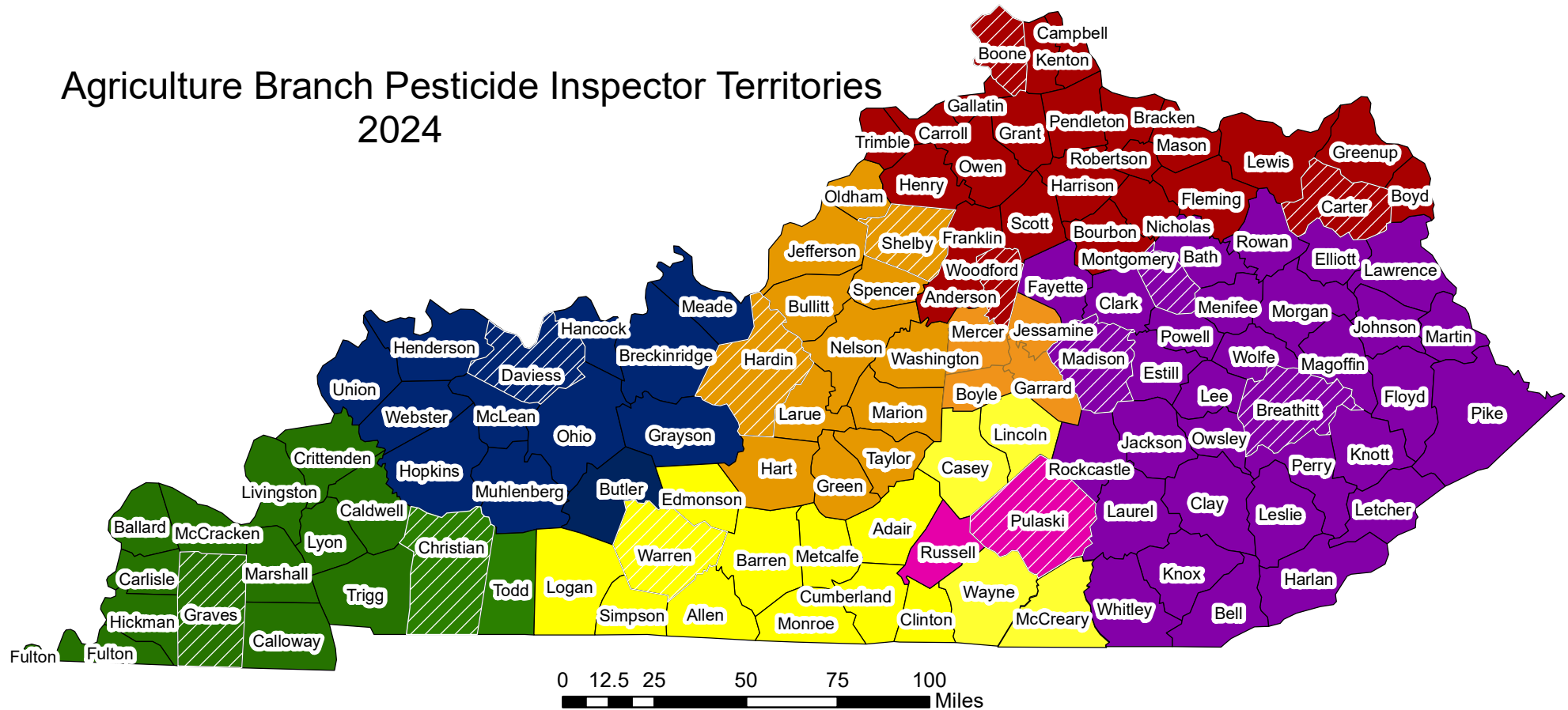
16. For all these reasons, the EPA's Rule will result in significant cost increases to the Department in terms of infrastructure and decreases in employee productivity given the increased logistical problems that are directly traceable to the significant increase in electric vehicles that will result from EPA's Rule.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 29 day of August, 2024, at Frankfort, Kentucky.



Jason Glass

Agriculture Branch Pesticide Inspector Territories 2024



Test Sites:

Mayfield- Corn

Elizabethtown- Poland

Jackson- Morgan

Richmond- Morgan

Grayson- Knarr

Shelbyville- Poland

Bowling Green- Coe

Mt. Sterling- Morgan

Somerset- Hart

Burlington- Knarr

Hopkinsville- Corn

Owensboro-Jeffries

Ag Branch Inspectors

-  Test Sites
-  Paul Knarr
-  Ray Morgan
-  Carla Hart
-  Jeff Poland
-  Carlie Coe
-  Isaak Jeffries
-  DrewAnne Corn

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* * *

**DECLARATION OF CHARLOTTE R. LANE
IN SUPPORT OF PETITIONERS' PETITION FOR REVIEW**

I, Charlotte R. Lane, make the following declaration pursuant to 28 U.S.C. § 1746 and state under penalty of perjury that the following is true and correct to the best of my knowledge and is based on my personal knowledge or information available to me in the performance of my official duties:

1. I am the Chairman of the Public Service Commission of West Virginia (PSCWV). I have served in this position from July 1, 2019, to present and from 1997 to 2001. I served as Commissioner from 1985 to 1991. I served on the United States International Trade Commission from

2003 to 2011. I have also served in the West Virginia House of Delegates. I served as President of the Mid-Atlantic Conference of Regulatory Utilities Commissioners as well as a member of the Board of Directors of the National Association of Regulatory Utility Commissioners. I practiced law in the State and Federal Courts in West Virginia for many years. I was awarded the Justitia Officium Award from the West Virginia College of Law and the Distinguished Alumnus Award from Marshall University. I am also a Fellow of the American Bar Foundation and the West Virginia Bar Foundation. I am over the age of 18, have personal knowledge of the subject matter, and am competent to testify concerning the matters in this declaration.

2. The PSCWV is responsible for regulating the service and rates of utilities, including vertically integrated electric utilities serving retail customers in West Virginia. As Chairman and a member of the PSCWV, when considering matters relating to regulation of electric utilities, including matters relating to PJM Interconnection, LLC (PJM), the Federal Energy Regulatory Commission and the U.S. Environmental Protection Agency (EPA), I am charged with the

responsibility for evaluating and balancing the interests of current and future utility service customers, the general interests of the State's economy, and the interests of the utilities subject to PSCWV jurisdiction.

3. I am providing this declaration in support of Petitioners' petition for review of the Rule issued by the EPA entitled "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," published at 89 Fed. Reg. 27,842 (April 18, 2024).
4. As Chairman of the PSCWV, I have significant concerns that the Rule will put a major strain on the electric supply, the electric transmission grids, and the electric distribution system upon which the State of West Virginia and its people rely.
5. The Rule will cause electric vehicle (EV) concentration to accelerate at an artificial rate far beyond current trends. These vehicles are electricity intensive and will take up a great deal of generation and grid capacity.
6. The amount of additional electricity that will be demanded by EVs is concerning, as is the timing of the daily increase in electricity demand.

EV charging typically begins around five p.m. and increases steeply in the early evening hours. This is also the time that electricity demand for the residential sector increases and reaches its highest levels. The addition of EV charging by residential customers will add even more strain and risk on the electric distribution grid.

7. West Virginia's electric transmission grid is undergoing significant changes due to supply-side changes throughout the PJM System. Factoring increased demand-side changes into transmission planning is certain to cause uncertainty into planning and will lead to uneconomic decisions to provide adequate capacity redundancy needed for reliability and resilience. Beyond transmission issues, we will be required to consider impacts on the distribution system. That system in West Virginia is an aging distribution grid that is expensive to upgrade and has not been designed to account for the Rule's artificial acceleration of EV use.
8. When determining reliability of our distribution grid, and remedial actions necessary to improve reliability, the PSCWV considers natural changes in demographics and resulting electricity demand. The Rule would require it to reconsider planning based on natural changes in

demand magnitude and locations and will force planning based on guesses of the impacts of the EPA's Rule.

9. The utilities we regulate and the PSCWV would have to make these guesses as to demand now: we cannot wait to see the final effects of the Rule before planning and implementing the electricity infrastructure that will be needed to maintain grid capacity and resilience. Thus, the Rule would impose tangible and permanent costs from day one. If these costs turn out to be unnecessary based on consumer reaction, they will nevertheless be incurred and our electricity customers will be required to bear them in rates.
10. Increased demand would require new sources of generation or increased production capability at currently operating sources. These options are expensive under any circumstances, but EPA's recent rulemakings make the prospects even more costly.
11. In addition to pressure on a fragile distribution system infrastructure, major changes to the interstate grid would need to be made, including more high-voltage transmission lines to transport electricity from sources to distribution centers. Under present FERC and PJM rules, West Virginia ratepayers will be required to contribute to the costs of

transmission expansion that will not proportionally benefit West Virginia. The EPA Rule does nothing to protect West Virginia and other ratepayers that are not causing costs or receiving proportionate benefits to subsidize an unnecessary and costly electricity infrastructure expansion.

12. This preparation for the Rule will not be inexpensive, or even roughly commensurate with any putative benefits of a sea change in vehicle fuel sources. It will require significant investment of time and money to get the State's electric grid to a place where it is prepared for the Rule's effects.
13. Concerns about the grid's capacity and the corresponding costs to upgrade it are amplified by the fact that other of EPA's recent rules seek to hasten the shutdown of fossil-fuel plants in West Virginia and other States. We are faced with a two-edged sword of Damocles, wielded by the EPA. It is proposing to increase electricity demand by its electric vehicle rule, while at the same time it is proposing to reduce the availability of the only reliable, dispatchable, always available, non-intermittent sources of electricity we have, which are steam-driven electric power plants.

14. The Rule and all EPA actions related to energy are important to West Virginia. West Virginia is the nation's fifth largest energy producer.¹ The total capacity of all types of utility-scale generation in West Virginia is approximately 15,000 MW. It is beyond unreasonable, it is unconscionable, that we must prematurely face planning for increased energy requirements of an accelerated electric vehicle plan because of the Rule, at a time when other EPA rules are shuttering West Virginia's always available, baseload, coal fired fleet of generation and similar steam-powered coal and natural gas-fired plants in neighboring states.
15. PJM's generation resources comprising the regional power grid for West Virginia (as well as other regional power grids) are already stretched dangerously thin and they do not have the resiliency or the buffer of excess dispatchable generation that they had ten or even five years ago. This threatens the reliability of electricity supply for all customers.
16. Assuming EPA's recent rules are enacted, the projected growth in generation resources over the foreseeable future will not be enough to

¹ EIA, West Virginia Profile Analysis (January 2024).

reliably meet the normal projected growth in demand without regard to an artificially forced growth in demand related to EV expansion. If EV usage is artificially accelerated by this Rule, the potential for brown-outs or black-outs that were predicted by EPRI, PJM, and other electricity supply experts, will become certain.

17. The added strain will damage grid reliability and the provision of reliable electricity to the people of West Virginia and surrounding regions, rendering the State and regional grid vulnerable to brownouts and blackouts it would not otherwise face. Combined with EPA's other recent rules, the current Rule contributes to a growing regulatory strain on the power grid and rapidly rising electric costs.
18. Additionally, the increased demand in electricity caused by artificially accelerated EV usage will lead to unacceptable drops or fluctuations in voltages which can damage electrical equipment and can eventually lead to energy rationing.
19. The PSCWV will be forced to make significant expenditures of human and fiscal resources to keep up with the Rule's effects. These expenditures will immediately distract the PSCWV from serving its full regulatory mission, as directed by the West Virginia Legislature.

20. All these costs are irreversible. Equipment is only one component of the costs of this Rule. Portfolio modeling, technology evaluation, generating facility design, planning, permitting, engineering, site selection and acquisition, fuel procurement, financing, replacement power contracts, and other studies and costs cannot be refunded.
21. The PSCWV would be forced to devote significant time and effort to preparing for the Rule's effects. This would prevent the PSCWV from pursuing other objectives as effectively. Thus, the effects of the Rule would constrain the ability (and duty under West Virginia law) of the PSCWV to serve the citizens of West Virginia.

Executed in Charleston, West Virginia, on August 22, 2024.



Charlotte R. Lane

Chairman

West Virginia Public Service

Commission

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DECLARATION OF DOUG GOEHRING

AGRICULTURE COMMISSIONER

STATE OF NORTH DAKOTA

I, Doug Goehring, declare that:

1. I am over 21 years of age and am fully competent and duly authorized to make this Declaration and could testify to its content if called upon to do so. The statements contained in this declaration are based on my personal and professional knowledge or information available to me in the performance of my professional duties.

I. Introduction.

2. I have served as the Agriculture Commissioner of North Dakota since 2009. As Agriculture Commissioner, I serve the people of North Dakota. Beyond my responsibilities to North Dakota's agriculture industry, my public duties as Agriculture Commissioner include oil and gas, other State energy and mineral resources, electricity transmission, water, trade, business development, tax equalization, public infrastructure, and numerous other responsibilities.

3. As Agriculture Commissioner, I am a statutorily appointed and a sitting member of the North Dakota Industrial Commission (NDIC).¹

¹ The North Dakota Industrial Commission (NDIC) consists of the Governor, Attorney General, and Agriculture Commissioner. Each is a state-wide elected official. The North Dakota Legislature established the NDIC in 1919. The NDIC has jurisdiction over oil and gas resources, the investigation and publication of geological information, and the regulation of coal exploration, geophysical exploration, geothermal energy, paleontology resources, subsurface minerals, geophysical exploration, underground storage and retrieval of nonhydrocarbons,

4. As Agriculture Commissioner, I am also a statutorily appointed and a sitting member of the North Dakota Transmission Authority.²

5. I am also the head of the North Dakota Department of Agriculture (Department). The Department's mission is to "[s]erve, advocate, protect and promote agriculture to benefit everyone." The Department furthers this mission by promoting agriculture to protect the value and use of agricultural lands, protect agriculture capacity and output, and promote rural economic development and agricultural industries.

6. I am a third-generation farmer. My son and I operate a 2,800-acre farm near Menoken, North Dakota in southcentral North Dakota. We raise crops including corn, soybeans, spring wheat, sunflowers, and barley. In the past, we have also produced winter wheat, durum, canola, mustard, millet, safflower, alfalfa, lentils, and field peas, and have had a feeder cattle operation.

7. I am the past president of the National Association of State Departments of Agriculture (NASDA), a nonpartisan, nonprofit association that represents all the elected and appointed commissioners, secretaries, and directors of the departments

high-level radioactive waste disposal, and carbon dioxide underground storage in North Dakota.

² The North Dakota Transmission Authority was established to diversify and expand the North Dakota economy by facilitating development of transmission facilities to support the production, transportation, and utilization of North Dakota electric energy, and maintain electrical grid resiliency within the State.

of agriculture in all fifty states and four U.S. territories. Moreover, I am the current president for the 2024-2025 term (and previous president, during the 2012-2013 term) of the Midwestern Association of State Departments of Agriculture (MASDA).³

8. I am aware of the U.S. Environmental Protection Agency (EPA) new Vehicle Rule entitled “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles”, published at 89 Fed. Reg. 27842 (April 18, 2024) (“Light-Duty Vehicle Rule”). I am also aware of EPA’s parallel new Vehicle Rule, entitled “Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3” published at 89 Fed. Reg. 29440 (Apr. 22, 2024); “Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3; Correction”, published at 89 Fed. Reg. 51234 (June 17, 2024) (“Heavy-Duty Vehicle Rule”).

9. Through its new Light-Duty Vehicle Rule, EPA *de facto* compels auto manufacturers across the nation to require that approximately two thirds of their passenger vehicle production comprise EVs by the model year 2032, dramatically shifting production away from reliable internal combustion engine vehicles which currently make up approximately 95% of passenger vehicles manufactured.

³ The Midwestern Association of State Departments of Agriculture (MASDA) is comprised of the Commissioners, Secretaries, and Directors of Agriculture from the midwestern states of Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, and Wisconsin.

10. And, through its separate parallel and closely related new Heavy-Duty Vehicle Rule, EPA *de facto* compels truck manufacturers to ensure that approximately 40% of their production of heavy-duty vehicles are EVs by the model year 2032, dramatically shifting production from reliable and efficient diesel-powered or gasoline-powered vehicles which currently make up approximately 99% of the heavy-duty trucks manufactured.

11. In my opinion, these new EPA Vehicle Rules, and the consequent dramatic transition to EVs that the rules *de facto* decree, are highly ill-advised. These new Vehicle Rules improperly restrict the choice of North Dakotan consumers by replacing the free market with a backdoor governmental regulatory mandate which applies a “one-size-fits-all” regulatory construct that entirely fails to account for the many operational considerations, regional seasonal weather conditions, and associated practical logistical requirements inherent to routine personal and commercial vehicle transportation throughout North Dakota.

12. I do not impugn, in any way, anyone who makes the personal decision to purchase or own an EV. In a free market, that is entirely a personal consumer choice – and, in my opinion, that should remain entirely a personal consumer choice and entirely a matter for the free market. EPA should not deign to pick winners and losers in relation to what vehicles are made available for North Dakotans and others

to purchase and drive. The free market should decide that without unnecessary and unduly meddlesome governmental interference.

13. However, EPA's new Vehicle Rules jettison free market principles and will have the direct effect – if not the deliberate goal – of outright replacing personal consumer choice and the free market with gratuitous governmental fiat. That does not reflect good governance. It will compromise North Dakota's food security, energy security, and economic security.

14. It is my opinion that the top-down regulatory mandates within EPA's new Vehicle Rules are unworkable, unnecessarily burdensome, and not economically feasible for North Dakota and its residents. Further, the rules greatly undermine the competitiveness of our nation's auto manufacturers internationally and they significantly overreach beyond what actions Congress, under the Clean Air Act, has specifically delegated and authorized EPA to do.

15. Additionally, in my opinion, EPA's recent administrative dictates – mandating that North Dakotans replace their gas and diesel-powered vehicles with EVs – will foreseeably, unnecessarily, and significantly harm North Dakota agriculture, North Dakota's petroleum industry, North Dakota's electrical power grids, North Dakota's ethanol industry, North Dakota's vehicle transportation infrastructure, and the North Dakota Department of Agriculture directly.

II. EPA's new Vehicle Rules will foreseeably and significantly harm North Dakota agriculture.

16. As Agriculture Commissioner since 2009 and as a life-long agricultural producer, I am very familiar with the agricultural industry, that is quintessential North Dakota and has defined North Dakota since statehood in 1889. North Dakota is rich in agriculture, being home to nearly 40 million acres devoted to farming and ranching, comprising approximately 90 percent of the total land area in the State.⁴

17. As an initial matter in relation to agriculture, in my opinion, EPA's ostensible basis for its top-down *de facto* mandates (reducing carbon dioxide emissions) – does not properly acknowledge the substantial and proven photosynthesis benefits of atmospheric carbon to agriculture, and it exaggerates conjectural negative effects of

⁴ Agriculture remains North Dakota's leading industry, and the State produces over 50 different commodities. The top commodities by cash receipt are soybeans, wheat, corn, cattle & calves, and canola. North Dakota leads the nation in the production of more than a dozen other commodities, including spring and durum wheat, rye, food grains, assorted beans, flaxseed, canola, oats, honey, and sunflowers. North Dakota is also a hotbed for emerging crops like industrial hemp, hops, fava beans, and carinata.

North Dakota has nearly 25,000 farms and ranches. Of North Dakota's approximately 780,000 residents, only about 2% are farmers and ranchers. Nonetheless, agriculture broadly supports nearly 25% of the State's workforce. Moreover, North Dakota's agricultural significance extends well beyond traditional crops and livestock. Agribusiness and food processing, agriculture equipment manufacturing and dealerships, innovative technology, local food and farmers markets, agritourism, and agricultural education all are part of the State's thriving and most predominant industry. North Dakota agriculture contributes approximately \$40 billion in economic activity annually to the State.

levels of carbon in the atmosphere. Although EPA's new Vehicle Rules do not admit nor recognize it, a reduction of carbon in the atmosphere would likely cause a reduction in agricultural crop yields in North Dakota – which would foreseeably harm North Dakota agriculture.⁵

18. Both the Light-Duty Vehicle Rule, and its companion Heavy-Duty Vehicle Rule, (EPA's new Vehicle Rules) will together adversely impact North Dakota agriculture. Much of EV technology, durability, and overall performance is

⁵ Carbon is, and always has been, the one critical element of all life, essential for plant photosynthesis which is a vital part of sustaining the Earth's recurring climate processes and cycles. All plants require and use carbon for photosynthesis. All humans and animals in turn depend on plants for food and oxygen, making carbon necessary for the survival of all life on earth.

For example, there is more photosynthetic activity in the Midwest region of the United States, the Corn Belt, than in any other area on Earth. NASA data shows that the Corn Belt at its peak is forty percent greater than the photosynthesis of the Amazon rain forest. *See e.g.*, Rob Garner, “*Satellite Shows High Productivity from U.S. Corn Belt*”, Mar. 26, 2014, available at <https://www.nasa.gov/news-release/satellite-shows-high-productivity-from-u-s-corn-belt/#:~:text=Data%20showed%20that%20fluorescence%20from,yield%20statistics%20confirmed%20the%20results> (last accessed Aug. 20, 2024).

And, continued nominal increases in atmospheric carbon continue to spur plant growth through the globe. *See e.g.*, Fred Pearce, “*With CO2 Levels Rising, World's Drylands Are Turning Green*”, Jul. 16, 2024, available at <https://e360.yale.edu/features/greening-drylands-carbon-dioxide-climate-change#:~:text=Despite%20warnings%20that%20climate%20change,recent%20studies%20indicate%20will%20continue> (last accessed Aug. 20, 2024); *see also* Karl B. Hille, “*Carbon Dioxide Fertilization Greening Earth, Study Finds*”, Apr. 26, 2016, available at <https://www.nasa.gov/centers-and-facilities/goddard/carbon-dioxide-fertilization-greening-earth-study-finds/#:~:text=From%20a%20quarter%20to%20half,Climate%20Change%20on%20April%202025> (last accessed Aug. 20, 2024).

unproven or uncertain. Moreover, rural areas across North Dakota lack installed and operating EV charging stations⁶ or the electrical grid to support it. Yet, by *de facto* mandating a rapid transition to EV production, EPA's new Vehicle Rules will force North Dakota farmers and ranchers to rely on an EV battery charging network that simply does not yet exist across the vast rural, and minimally-populated agricultural areas across the State, and which is highly unlikely to be constructed anytime in the near future.

19. Moreover, EPA's new Vehicle Rules foreseeably require that a North Dakota producer must simply assume the substantial risk of being stuck somewhere alongside a gravel road in rural North Dakota during times of planting, harvesting, or during extreme cold winter weather – either because EPA's new Vehicle Rules have made it difficult for the producer to obtain reliable internal combustion vehicles, or because the new Vehicle Rules have forced the producer to transition to EVs that cannot be reliability operated in North Dakota rural areas.

⁶ North Dakota has the 3rd least number of EV charging stations in the country (Alaska and South Dakota have the least and 2nd least respectively). As of August 22, 2024, there are only 101 EV charging station locations in North Dakota with a total of 220 charging ports, with most of these charging locations being in the much larger municipal areas of the State and not in rural areas. See “U.S. Department of Energy: Alternative Fuels Data Center – Alternative Fueling Station Counts by State”, available at <https://afdc.energy.gov/stations/states> (last accessed Aug. 22, 2024).

20. Furthermore, EPA's "one-size-fits-all" new Vehicle Rules do not meaningfully consider the extent to which extreme weather and temperatures in North Dakota dramatically and negatively affect EV battery life, EV performance, and the ability of EV batteries to recharge effectively and quickly. North Dakota agriculture producers, as a matter of course, routinely contend with extremes in temperature, especially during winter months.

21. North Dakota is the 2nd coldest State in the nation with a statewide average temperature in 2023 of 42.1°F (Alaska being the coldest). Temperatures in North Dakota can range from very hot to very cold – from well over 100°F in the summer to -60°F in the winter. During these times of North Dakota extreme weather, EVs will not perform nearly as well as existing diesel and gas-powered vehicles and equipment.

22. Extreme cold winter temperatures, like those experienced in North Dakota, can cut an EV average range in half or even less. The internal resistance of EV batteries also rises when exposed to cold, significantly prolonging recharge times. Furthermore, EV batteries can be permanently damaged if attempted to be charged in severe, below-freezing North Dakota temperatures.

23. Moreover, there is insufficient access to EV parts, maintenance, and services in North Dakota. For these and many other reasons, North Dakota farmers and

ranchers generally do not choose to purchase or use EVs for their farming and ranching operations. Yet, EPA's new Vehicle Rules will *de facto* backdoor mandate that they do just that, foreseeably harming North Dakota producers and the North Dakota agriculture industry.

24. In short, EPA's new Vehicle Rules will significantly and foreseeably harm North Dakota agriculture, subsequently negatively affecting our nation's food security. Food security is the cornerstone of our national security.

III. EPA's new Vehicle Rules will significantly and foreseeably harm North Dakota's petroleum industry.

25. As a statutorily appointed and sitting member of the North Dakota Industrial Commission since 2009, I am very familiar with North Dakota's petroleum industry.

26. In addition to negatively impacting North Dakota agriculture, EPA's new Vehicle Rules will foreseeably negatively impact North Dakota's petroleum industry. North Dakota energy production and North Dakota energy resources are highly diverse, abundant, affordable, and reliable.⁷ However, through its new

⁷ North Dakota is the 2nd largest energy-producing state in the nation. Of North Dakota's total energy production, over 90% of oil, 82% of natural gas, and more than half of the electricity it generates are exported. North Dakota consistently ranks as the 3rd largest oil-producing State in the country, producing approximately 450 million barrels of sweet crude annually.

North Dakota also has the 2nd largest lignite reserve deposits in the world – estimated at over 25 billion tons. The North Dakota lignite industry produces over thirty million tons of lignite annually. Furthermore, North Dakota's six ethanol plants produce approximately 550 million gallons of ethanol each year.

Vehicle Rules, EPA seeks to end this by *de facto* making people in North Dakota and elsewhere to use much more electricity and much less petroleum.

27. Petroleum is an essential source of energy in the United States and North Dakota is blessed with an abundance of it.⁸ The Bakken formation in western North Dakota and eastern Montana is one of the most important sources of new petroleum production in the United States. It is an epicenter of the newest domestic energy production extraction technology and practices.

28. In North Dakota, petroleum production in the Bakken formation coexists well with agriculture. For example, it is very common for oil wells to share the same space where farming and ranching operations are conducted. The placement and operation of these oil rigs on working lands in North Dakota generally do not

North Dakota has the 2nd lowest cost electricity in the U.S. and over 40% of its electricity generated is from renewal sources. North Dakota is 7th highest nationally in wind energy produced – with over 2,200 operating wind turbines. In addition, North Dakota’s Garrison Dam hydroelectric power plant produces over 2 million MWhrs of electricity annually and North Dakota has several operating solar arrays.

⁸ *E.g., National and Global Petroleum Assessment: Assessment of Undiscovered Continuous Oil Resources in the Bakken and Three Forks Formations of the Williston Basin Province, North Dakota and Montana, 2021*, U.S. Department of the Interior (USDOI), U.S. Geological Survey (USGS) Fact Sheet, Dec. 2021, p. 1 (“Using a geology-based assessment methodology, the U.S. Geological Survey estimated undiscovered, technically recoverable mean resources of 4.3 billion barrels of oil and 4.9 trillion cubic feet of gas (associated) in the Bakken and Three Forks Formations of the Williston Basin Province, North Dakota and Montana.”), available at <https://www.usgs.gov/programs/energy-resources-program/science/assessments> (last accessed Aug. 20, 2024).

interfere with production agriculture. Further, North Dakota farmers and ranchers often receive lease or royalty payments associated with energy production on their lands that can be an important supplemental part of their farm or ranch-related income.

29. EPA's new Vehicle Rules are constructed in such a way that these Rules *de facto* will compel people in North Dakota and elsewhere to stop purchasing and driving cost-effective internal combustion vehicles and instead force North Dakotans and others to purchase and drive more expensive EVs. As a result, there will be much less consumption of gasoline and diesel fuel.

30. Less petroleum usage and less demand in North Dakota and elsewhere will foreseeably and negatively impact North Dakota's energy industry. Less North Dakota light sweet crude oil extraction will lead to a significant loss of North Dakota good-paying jobs, and less direct tax and extraction revenues paid to the State – revenues that are used to fund education, healthcare, water resource management, law enforcement, roadways, libraries, veterans' services, public housing, parks and recreation, and many other public services. The loss of good jobs, and the loss of tax revenues with the resulting decrease in public services, will foreseeably and significantly harm North Dakota, its economy, and its people.

IV. EPA's new Vehicle Rules will significantly and foreseeably harm North Dakota's electrical power grid and increase the cost of electricity.

31. As a statutorily appointed and sitting member of the North Dakota Transmission Authority since 2009, I am very familiar with North Dakota's electrical generation and transmission facilities, and its overall shared electrical grid.

32. A dramatic expansion of EV use, *de facto* mandated by EPA's new Vehicle Rules, will result in more demand for electricity in North Dakota and elsewhere. Charging EVs is inexorably electricity intensive. EV charging comprises a highly concentrated pull of electric energy over an extended period, and fully charging an EV battery during peak energy-use times can require the same amount of electricity as is needed to power a small North Dakotan home.

33. Notwithstanding that North Dakota exports about half the electricity it generates, an additional effect of EPA's new Vehicle Rules, *de facto* mandating a rapid largescale switch to EVs, is that those EVs will also foreseeably place a significant strain on North Dakota's electrical power grid through corresponding unmet requirements for substantial increases in electricity production and transmission.

34. EPA's new Vehicle Rules could directly increase energy demands upon our nation's already overburdened electric power grids an extra 20% to 40%. The

significant additional pull by EVs on North Dakota's shared power grid would not only significantly affect North Dakota but potentially all States participating within Midcontinent Independent System Operator ("MISO").⁹

35. Consequently, EPA's new Vehicle Rules, *de facto* mandating a rapid transition to EVs, will foreseeably necessitate exorbitant public and private capital expenditures – to pay for the extensive further development of North Dakota's existing modest EV charging station network infrastructure, artificially accelerated by the new rules, as well to pay for generation and transmission infrastructure improvements to dramatically increase the capabilities and capacity of North Dakota's ever-aging and already-strained electrical grid.

36. However, when North Dakota EV charging station and shared power grid infrastructure inevitably do not keep up with these new increased EV charging network and grid capacity requirements, EV drivers will then foreseeably experience long lines, higher charging costs, and even rationing at charging stations. More notably, North Dakotans will foreseeably experience a much less stable shared

⁹ MISO is the largest regional transmission organization in the United States, spanning all or part of the following 15 U.S. states and one Canadian province: Montana, North Dakota, South Dakota, Minnesota, Iowa, Wisconsin, Michigan, Indiana, Illinois, Missouri, Kentucky, Arkansas, Mississippi, Louisiana, and Texas, as well as the Canadian province of Manitoba.

power grid that is much more vulnerable to extreme weather, natural disasters, and other events – and much more susceptible to brownouts and blackouts.

37. Additionally, significantly increased electricity demand resulting from increased EV usage will foreseeably result in a corresponding significant increase in the cost of electricity for everyone. More demand, along with the corresponding need for much more electrical generation and transmission capacity and EV charging infrastructure, means higher costs for electricity. That is Economics 101.

38. Every single North Dakota resident uses electricity daily in some capacity. The cost and price of energy is built into nearly everything North Dakotans use and consume. Increases in the costs of electricity foreseeably would be passed onto the North Dakota consumer and other end-users who would consequently pay more for food, heating, cooling, and transportation, with the most vulnerable and impoverished in the State being hurt the worst – those in underserved communities, and the socially and economically disadvantaged.

39. Moreover, our nation's already strained electric power grids are sustained predominantly by electricity generated by our nation's hydrocarbon fuel power

plants.¹⁰ Simply put, meeting the additional electricity generation requirements, resulting from EPA’s new Vehicle Rules *de facto* mandating the country to hurriedly transition to EVs solely powered by EV battery packs,¹¹ is very likely unachievable – especially since EPA through its other many ill-advised regulatory rulemakings, is simultaneously forcing more and more closures of hydrocarbon electricity-generating power plants in North Dakota and across our nation.

¹⁰ The majority of electricity generation baseload in the U.S. directly comes from hydrocarbon fuels, sometimes referred to as “fossil fuels”. According to the U.S. Department of Energy’s Energy Information Administration:

In 2023, about 4,178 billion kilowatthours (kWh) (or about 4.18 trillion kWh) of electricity were generated at utility-scale electricity generation facilities in the United States. About 60% of this electricity generation was from fossil fuels—coal, natural gas, petroleum, and other gases. About 19% was from nuclear energy, and about 21% was from renewable energy sources.

“What is U.S. electricity generation by source?”, last updated on Feb. 29, 2024, available at <https://www.eia.gov/tools/faqs/faq.php?id=427&t=3> (footnotes omitted) (last accessed Aug. 22, 2024); See also “*Electricity explained, Electricity in the United States*”, U.S. Department of Energy’s Energy Information Administration, Mar. 26, 2024, available at <https://www.eia.gov/energyexplained/electricity/electricity-in-the-us.php> (last accessed Aug. 23, 2024) (in 2023, approximately 60% of the total amount of electricity generated in the U.S. was from hydrocarbon fuels including natural gas [43%], coal [16%], other gases [<1%], and petroleum [<1%]).

¹¹ Battery packs in EVs do not make electricity – they only temporarily store electricity that is produced elsewhere, predominantly in hydrocarbon fuel electricity-generating power plants.

40. In short, EPA's new Vehicle Rules, *de facto* mandating the replacement of gasoline-powered vehicles with EVs, will foreseeably increase the cost of electricity, worsen shared electrical grid congestion, and consequently create significant power grid instability – resulting in significant and foreseeable harm to North Dakota and its people.

V. EPA's new Vehicle Rules will significantly and foreseeably harm both North Dakota ethanol energy production and North Dakota corn agricultural production.

41. As a sitting member of the North Dakota Industrial Commission since 2009, I am very familiar with North Dakota's ethanol industry. Additionally, as Agriculture Commissioner since 2009 and as a lifetime producer, I am very familiar with North Dakota's corn production and agricultural markets.

42. EPA's new Vehicle Rules will foreseeably and negatively affect North Dakota's ethanol industry, consequently adversely impacting North Dakota's corn producers. North Dakota has six ethanol plants that produce approximately 550 million gallons of ethanol per year. Five of these six operating ethanol plants are near to and support small North Dakota rural communities.¹²

¹² North Dakota has six fully operational ethanol plants in or near Underwood ND (Blue Flint), Spiritwood ND (Dakota Spirit), Hankinson ND (Guardian Energy), Richardson ND (Red Trail Energy LLC), Casselton ND (Tharaldson Ethanol), and Grand Forks ND (Red River Biorefinery).

43. By deliberately *de facto* phasing out internal combustion vehicles while mandating a highly truncated transition to EVs, EPA's new Vehicle Rules will proportionally reduce market demand for clean and effective ethanol and consequently harm North Dakota's ethanol plants. The consequent shuttering of any of these ethanol plants, due to significantly reduced ethanol demand, would greatly harm North Dakota ethanol production, and correspondingly tank the local economies of the communities where closed ethanol plants were in operation.

44. Along these lines, EPA's new Vehicle Rules, *de facto* mandating the rapid shift toward EVs, will subsequently limit the availability of dependable gas-powered vehicles that run on biofuels and biofuel supplements – a key market for many North Dakota agricultural products, especially field corn.¹³ In regard to this key market, North Dakota ethanol production takes up and utilizes approximately one third of the State's total corn production. In 2023, North Dakota corn producers planted 3.8 million acres of grain corn yielding over one half billion bushels. North Dakota ethanol plants correspondingly use 160-180 million bushels of that North Dakota corn annually.

¹³ See generally J. Stokes and J. Jansen, “*Could the EPA Cause the Next Farm Financial Crisis*”, Institute of Agriculture and Natural Resources, Jul. 5, 2023, available at <https://agecon.unl.edu/could-epa-cause-next-farm-financial-crisis> (last accessed Aug. 20, 2024).

45. In short, a foreseeable significant reduction in biofuel use will foreseeably cause significant injury to North Dakota ethanol plants, with a consequent loss of North Dakota's robust local market for corn, and a corresponding collapse of corn prices which would foreseeably and tremendously harm North Dakota corn producers and North Dakota's agriculture industry.

VI. EPA's new Vehicle Rules will significantly and foreseeably harm North Dakota critical vehicle transportation infrastructure.

46. As a sitting member of North Dakota's Industrial Commission since 2009, and as a lifetime rural North Dakota resident, I am very familiar with the North Dakota's critical vehicle transportation infrastructure and its maintenance, repair, and replacement requirements.

47. EVs are typically heavier and produce more impact energy than do comparable gas-powered vehicles, due to their heavy lithium batteries¹⁴ and

¹⁴ See generally Benjamin Zycher, "*EPA is ignoring the glaring problem with dirty electric vehicles*", available at <https://thehill.com/opinion/energy-environment/4138134-epa-is-ignoring-the-glaring-problem-with-danged-dirty-electric-vehicles/>, Aug. 7, 2023 (last accessed Aug. 20, 2024):

... EV batteries weigh a half ton or more. Each contains roughly 30 pounds of lithium, 60 pounds of cobalt, 130 pounds of nickel, 190 pounds of graphite, 90 pounds of copper and about 400 pounds of steel, aluminum and plastics. ... the amount of mining needed to produce these quantities for a single EV battery ... requires the extraction of 20,000 pounds of lithium brines, 60,000 pounds of cobalt ore, 10,000

corresponding lower centers of gravity. Heavy vehicles inevitably cause more damage to roadways and bridges than do lighter vehicles. Consequently, the additional weight of EVs, *de facto* mandated by EPA's new Vehicle Rules, will also place significantly more stress upon, and result in more damage to, North Dakota's roads, bridges, and other critical transportation infrastructure.

48. The significant amount of additional weight from considerably more and much heavier EVs will foreseeably result in the earlier failure of paved and unpaved roads in North Dakota, as well as to bridges. Damage to North Dakota roads and bridges can create substantial safety issues.

49. Many rural roads and bridges in North Dakota are not generally designed for continual use by much heavier EVs, whether passenger EVs or heavy-duty EVs. Consequently, the additional collective weight of EVs, *de facto* mandated by EPA's new Vehicle Rules, foreseeably will lead to shorter lifespans for those rural roads and bridges, resulting in more frequent replacements and repairs.

50. Moreover, roads and bridges are funded, in large part, from federal and state gas taxes. However, because EVs do not use petroleum, corresponding gas tax contributions are not made by EV owners to highway trust funds. Accordingly, EPA's new Vehicle Rules will foreseeably increase the need for road and bridge

pounds of nickel ore, 2,000 pounds of graphite ore and 12,000 pounds of copper ore.

repairs or replacement in North Dakota while simultaneously removing a primary source of funding for such repairs and replacement.

51. Unless highly substantial additional fees or considerable excise taxes are levied upon owners of EVs to fully and proportionally compensate for increased roadway damage, as well as to fully compensate for nonpayment of gasoline and diesel taxes to highway trust funds, the significantly increased costs of building, replacing, and maintaining roads, bridges, and other critical transportation infrastructure – necessitated by EPA’s new Vehicle Rule *de facto* mandates – will be directly passed on to North Dakota taxpayers, causing North Dakota taxpayers foreseeable and significant harm.

VII. EPA’s new Vehicle Rules will significantly and foreseeably harm the North Dakota Department of Agriculture.

52. As Agriculture Commissioner since 2009, I am very familiar with the vehicle fleet and vehicle transportation needs of the North Dakota Department of Agriculture.

53. EPA’s new Vehicle Rules will directly adversely impact the Department. The Department regularly performs required regulatory compliance inspections throughout North Dakota related to meat processing, dairy, grain, pesticide, fertilizer, hemp, apiary (honeybees), and other agricultural specialized areas that are mandated by state and federal law. These inspections are critical not only for

fulfilling the Department's regulatory duties, but for ensuring both local and national food supplies are safe and secure.

54. The Department currently operates 37 vehicles that are under 8,500 pounds by gross vehicle weight rating ("GVWR"). In fiscal year (FY) 2024, Department inspectors travelled approximately 741,000 miles that resulted in mileage expenses of over \$400,000.

55. Approximately 25% of the Department's vehicle mileage expense in FY 2024 is attributed to the North Dakota's Meat and Poultry Inspection (MPI) program. Under the Federal Meat Inspection Act and Poultry Products Inspection Act (FSIS), U.S. Department of Agriculture (USDA) matches State expenditures for state inspection programs up to 50% for the base MPI program. Historically, USDA has provided the full 50% match for the base program. However, for the Federal Fiscal Year 2024, USDA did not provide the Department the full 50% match.

56. The actual allocation from FSIS leaves the Department with a current funding shortfall of around \$93,000 and further funding cuts from USDA are expected starting April 1, 2025. In addition to those current and future funding cuts from the federal government, the State mileage rates for State motor pool vehicles are forecasted to rise 100% starting January 1, 2025. This will double Department mileage expenses. In short, the Department does not have any excess monies or

surplus in its vehicle fleet fund to pay for the additional significant costs associated with implementing EPA's new Vehicle Rules.

57. North Dakota is the 17th largest State by land area and most of the State is rural. To cover the approximately 69,000 square miles of land that comprise North Dakota and regularly travel through and across the vast rural regions of the State, Department employees depend on a fleet of reliable vehicles.

58. However, as mentioned earlier, EVs have significant problems operating in cold weather.¹⁵ There are also virtually no charging stations in the rural areas where most Department on-site regulatory inspections are conducted. EVs do not have the range consistently necessary to effectively perform the Department's required inspections across rural North Dakota.

59. During North Dakota winter months, cold weather and winter storms pose significant safety risks to staff traveling in rural areas on remote county or township roads even with well-maintained vehicles. An EV dead battery during North Dakota extremely cold and blizzard winter weather conditions on a remote rural road could place the Department staff inspector at significant risk of loss of life.

¹⁵ See e.g., Steffanie Dupree, "*Tesla owners run into battery charging trouble in Chicago's bitter cold*", Jan. 19, 2024, available at <https://www.cbsnews.com/chicago/news/tesla-owners-run-into-trouble-amid-bitter-cold/> (last accessed Aug. 22, 2024).

60. The Department is required to routinely replace the vehicles in its fleet once they become high mileage, outdated, or in need of extensive repairs. And the Department anticipates purchasing new vehicles in model years 2027-32, which will be directly impacted by EPA's Light Duty Vehicle Rule.

61. Because EPA's Light Duty Vehicle Rule will *de facto* require manufacturers to rapidly shift a substantial proportion of their production to EVs, new internal combustion models predictably will become relatively less available. It follows that this increased scarcity of new internal combustion vehicles, that are required by the Department to perform its duties, will impose increased costs on the Department, and by extension, the State.

62. A network of EV charging stations throughout the rural areas of the State would need to be established for the Department to effectively use EVs to conduct inspections. However, neither EPA, nor any other federal agency, has planned, offered, or committed to developing, funding, building, operating, and maintaining such a comprehensive network of EV charging stations across North Dakota. Nor would it be economically feasible for the private sector to buildout the necessary infrastructure for an EV charging network that could effectively and reliably serve North Dakota rural and other hard-to-reach remote locations.

63. The costs to continue the Department's state-run inspection programs in an environment with rapidly rising vehicle costs will likely require the Department to seriously explore the possibility of turning numerous inspection programs that it currently conducts back to the federal government due to insufficient funding – namely back to EPA and USDA, the federal agencies that Congress has designated and ordered to ultimately ensure these inspection programs are properly conducted. In such a case, the federal government would then need to bear the full cost and burden of implementing and operating its own inspection programs mandated under federal law throughout all of North Dakota.

64. EPA's new Vehicle Rules have the foreseeable effect of requiring the Department to relinquish familiar, less expensive and more dependable gas-powered vehicles that generally can travel farther, refuel quickly, are easier to repair and maintain, have more towing capacity, do not have limited battery lifespans with degradation over time and that require an exorbitantly priced battery replacement at 8 to 10 years, do not have significantly degraded battery life and towing capacity in North Dakota's cold temperatures, and do not have exceedingly limited available operating refueling infrastructure in North Dakota rural areas.

65. For all these and other reasons, EPA's new Vehicle Rules, and more specifically its Light-Duty Vehicle Rule, will result in significant direct cost

increases to the Department, cause additional consumption of other limited Department resources, and will substantially increase Department vehicle transportation logistical concerns. Consequently, at least for the foreseeable future, EVs are not a viable alternative to replace the reliable time-tested gasoline-powered combustion vehicles currently being used by the Department.

66. Put simply, EVs are not capable of effectively meeting the vehicle transportation needs of the Department and consequently EPA's new Vehicle Rules will result in foreseeable and significant harm to the Department.

VIII. Conclusion.

67. In conclusion, it is my opinion that EPA's new "one-size-fits-all" Vehicle Rules are dead wrong for the State of North Dakota. These ill-advised new Vehicle Rules will significantly and foreseeably harm the State of North Dakota, North Dakota agriculture, North Dakota's petroleum industry, North Dakota's electrical power grid, North Dakota's ethanol production, North Dakota's vehicle transportation infrastructure, and the North Dakota Department of Agriculture directly.

68. Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge and belief.

Executed in Bismarck, North Dakota, on August 23, 2024.



Doug Goehring
Agriculture Commissioner
State of North Dakota

DECLARATION OF WILLIAM N. WATTS, JR., P.E.

1. My name is William N. Watts, Jr., I am over the age of 18 and am fully competent and duly authorized to make this declaration.

2. I serve as the Assistant Secretary of Engineering and Operations for the Florida Department of Transportation (FDOT), an executive agency of the State of Florida.

3. I am a licensed professional engineer registered in the State of Florida, with more than 24 years of experience in the transportation industry.

4. In my capacity as the Assistant Secretary, I oversee numerous program areas critical to the delivery of Florida's state transportation program, including the Offices of Environmental Management, Safety, Design, Traffic Operations, Program Management, Construction, Materials, Maintenance, Right of Way, Emergency Management and Chief Engineer.

5. The mission of FDOT is to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities.

6. FDOT manages approximately 123,652 centerline miles of public roads, 12,121 centerline miles of State Highways, and 4,351 centerline miles of Strategic Intermodal System. *Florida Moves: Annual Report 2021/2022*, FDOT at 9, <https://online.flippingbook.com/view/7637116/> (last accessed May 10, 2024). Florida is home to 22 million residents and welcomes more than 122 million visitors each year who collectively drive more 332 million vehicle miles per day on the state highway system. *Id.*

7. As of May 2024, more than 17 million automobiles and pickup trucks were registered in Florida.¹ This includes 270,000 registered battery electric vehicles.

8. The acceleration and widespread adoption of electric vehicles in Florida imposes significant pocketbook costs on Florida and its taxpayers. As explained in more detail below, these costs include (1) additional expenditures to maintain roads and public infrastructure as well as to replace FDOT's fleet of vehicles, (2) expenditures to plan for the installation of electric vehicle charging stations, (3) increased electricity rates for Florida ratepayers, including the state of Florida, and (4) increased expenditures to plan for the impact of electric vehicles on disaster preparedness.

9. **Electric vehicles accelerate road wear and will result in additional expenses.** Due to their heavy lithium-ion batteries, electric vehicles are, on average, twenty percent heavier than their gasoline- and diesel-powered counterparts.² For example, a Ford F-150 Lightning

¹ *The Florida Department of Highway Safety and Motor Vehicles*, May 2024 Vehicle Report, https://www.flhsmv.gov/pdf/vehicle-vesselreports/cvr_05_2024.pdf.

² Sang-Hee Woo, et al., *Comparison of Total PM Emissions Emitted from Electric and Internal Combustion Engine Vehicles: An Experimental Analysis*, 842 Sci. Total Environment (Oct. 10, 2022), <https://doi.org/10.1016/j.scitotenv.2022.156961>.

weighs about 1,100 pounds, or about twenty-two percent, more than a similar gasoline-powered F-150 truck.³

10. Heavier vehicles accelerate road wear. According to a widely-used rule-of-thumb established by the American Association of State Highway Officials, “increased axle weight increases road damage by the ratio of the increased weight to the fourth power,” so that “a 30% increase in axle load is likely to increase repair costs by 185% (nearly tripled).”⁴ Applying the same rule, a twenty percent increase in vehicle weight is likely to increase repair costs by 107% (*more than double*).

11. Transitioning the U.S. passenger vehicle fleet to electric vehicles will increase road wear and require additional expenditures to adapt public infrastructure for heavier vehicles. Insurance experts warn that the increased weight of car haulers transporting electric vehicles to dealerships could “contribute to more significant wear and tear on the nation’s roadways.”⁵ Structural engineers predict “increased maintenance and repair costs for parking structures” to accommodate heavier electric passenger cars.⁶ And there has been insufficient real-world testing to understand the impact of electric vehicles on current highway guardrails.⁷

12. Further, FDOT’s currently maintains a fleet of over 2,900 vehicles. A spreadsheet reflecting FDOT’s current fleet is attached as Exhibit A. FDOT employees depend upon a reliable fleet of vehicles to perform their job duties. FDOT replaces its vehicles as needed and as funds allow. FDOT anticipates purchasing multiple new vehicles that will have model years 2027 through 2032, including vehicles needed to replace those listed in Exhibit A. Because the EPA’s Rule will require manufacturers to increase production of electric vehicles, the supply of new internal combustion models will result in increased prices for those models.

13. The increase in electric vehicle adoption predicted—and intended—to result from EPA’s Rule can thus be expected to increase Florida DOT’s expenditures on public infrastructure, including the increased cost of maintaining roads that wear more quickly under use by electric vehicles and the additional cost to repair and adapt public infrastructure to accommodate heavier electric cars. FDOT will also have to invest in additional infrastructure to support its own electric

³ Compare the electric 2024 Ford F150 Lightning XLT 4x4 SuperCrew cab with 5.5-ft bed that weighs 6,015 lbs, <https://www.ford.com/trucks/f150/models/f150-xl/>, to the gasoline-powered 2024 Ford F150 XL 4x4 SuperCrew cab with 5.5-ft bed that weighs 4,941 lbs, <https://www.ford.com/trucks/f150/f150-lightning/models/f150-xlt/>.

⁴ James McDonald, et al., *Engineering Infrastructure to Support Societal Resiliency*, STRUCTURE Magazine (Jan. 2024), <https://www.structuremag.org/?p=26208>; see also FHWA, *Exploring Vehicle Size and Weight Solutions*, Public Roads May/Jun 2009, FHWA-HRT-09-004, <https://highways.dot.gov/public-roads/mayjun-2009/exploring-vehicle-size-and-weight-solutions> (applying the fourth power rule).

⁵ Greg Scoblete, *Electric Vehicles in Focus, Part IV: Electric Vehicle Weight and Infrastructure*, Verisk (Sept. 8, 2023), <https://core.verisk.com/Insights/Emerging-Issues/Articles/2023/September/Week-2/Electric-Vehicle-Weight-and-Infrastructure>.

⁶ McDonald, *supra* n. 5.

⁷ *Nebraska experts weigh highway safety and electric vehicles*, Nebraska Today (Jan. 31, 2024), <https://news.unl.edu/newsrooms/today/article/nebraska-experts-weigh-highway-safety-and-electric-vehicles/>.

vehicle fleet. In addition, if FDOT has to replace its fleet vehicles with electric vehicles, FDOT's work in rural areas and its work responding to emergencies could be hampered if access to charging stations and electricity is limited.

14. **Electric vehicles require additional public charging stations.** Adding additional electric vehicles requires the installation of public charging stations. There are currently more than 3,000 public electric vehicle charging stations in Florida, but a much more robust network will be required if an increased share of the vehicles on the road are electric. S&P Global Mobility data projections suggest that to support a growing fleet of electric vehicles "Florida will need to grow its charging infrastructure to about 77,000 Level 2 and 6,800 Level 3 charging stations" by 2030.⁸ According to DOE, new non-residential electric vehicle charging station costs range \$400-\$6,500 for Level 2 chargers up to between \$10,000-\$40,000 for Level 3 DC fast chargers.⁹ Given inflation and increasing costs, the actual expense will likely be much higher.

15. Planning for how to expand this charger network already represents a significant expense for FDOT and accelerating the adoption of electric vehicles would add to this expense.

16. **Increasing the number of electric vehicles increase rates for Florida ratepayers and the State of Florida.** Increased electric vehicle adoption in Florida leads to increased electricity consumption, which raises electricity prices for Florida ratepayers, including the state of Florida. According to the Bureau of Labor and Statistics, U.S. electricity prices rose 5 percent over the 12 months prior to March 2024, outstripping the broader inflation rate of 3.5 percent.¹⁰ While rising electricity rates are a result of several contributing factors, increasing demand is a leading factor.¹¹

17. According to DOE's National Renewable Energy Laboratory, "[electric vehicles] are expected to be the largest source of electricity demand growth, and will require investments in generation, transmission, and distribution systems."¹² Electric vehicles in the U.S. consumed 6.1 TWh of electricity in 2021 and will require an additional 15 to 27 TWh of annual new power generation between now and 2050 to meet growing demand.¹³

18. The faster that demand grows, the more utilities will be forced to rely on high-cost generation resources, and the more dramatically consumer prices will rise. A director at Southern California Edison, a large electric utility company that serves southern California, explained that the utility is already "seeing long lead times and *exponentially higher costs* for critical equipment

⁸ Stephanie Brinley, *EV Chargers: How Many Do We Need?*, S&P Global Mobility (Jan. 9, 2023), <https://www.spglobal.com/mobility/en/research-analysis/ev-chargers-how-many-do-we-need.html>.

⁹ *Costs Associated With Non-Residential Electric Vehicle Supply Equipment*, DOE (Nov. 2015), https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf.

¹⁰ Consumer Price Index Summary, U.S. Bureau of Labor Statistics (Apr. 10, 2024), <https://www.bls.gov/news.release/cpi.nr0.htm>.

¹¹ Robert Walton, *EVs Will Bring 'Unprecedented' Power Demand, but Their Flexibility Can Improve Grid Reliability*, *Utilities Say*, Utility Dive (July 25, 2023), <https://www.utilitydive.com/news/ZETA-evs-will-bring-unprecedented-new-electric-demand/688850>.

¹² Matteo Muratori, *Transforming Energy Through Sustainable Mobility*, National Renewable Energy Laboratory (Feb. 8, 2024), www.nrel.gov/docs/fy24osti/88775.pdf.

¹³ Walton, *supra* n. 10.

that support grid stability and [electric vehicle] infrastructure.”¹⁴ A rational utility has no alternative but to pass these higher costs onto ratepayers in the form of higher electricity prices.

19. These higher electricity prices affect not only Florida residents, but also the state of Florida directly, which owns and maintains countless buildings that obtain electricity from utilities. FDOT also uses electricity on its highways, including powering traffic signals, highway and sign lighting, electronic toll equipment and traffic cameras. When electricity rates increase as a result of the increased demand from electric vehicles, the cost to Florida of obtaining electric service for these will increase, as well.

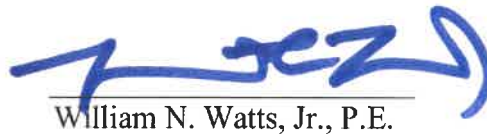
20. **Electric vehicles require new disaster preparedness plans.** Florida is the state with the most hurricanes making landfall and thus an elevated need to plan for evacuations. An increase in electric vehicle adoption complicates this planning, as electric vehicles have a shorter range and can take an extended time period to charge and thus cannot be expected to perform in the same manner as conventional vehicles in a disaster.

21. Further, according to the North American Electric Reliability Corporation, much of the country is already at elevated or high risk of electricity shortfalls, in part because of growing electricity demand.¹⁵ To the extent this growing electricity demand leads to brownouts or blackouts in Florida, this presents safety concerns on roads as traffic signals and highway lighting would be without power. Also, evacuation planning will become even more costly, as any electric vehicles in the fleet will be unable to charge if the electric grid is unable to keep up with increased demand during an emergency. Even conventional vehicles would be at a disadvantage as traffic safety signals would be without power, creating an additional hazard during an evacuation. Planning for such an eventuality will represent a significant expense.

22. In sum, Florida will face significant financial impact by the acceleration of the adoption of electric vehicles.

23. I declare under penalty of perjury that the foregoing is true and correct.

Executed on August 28, 2024.



William N. Watts, Jr., P.E.

¹⁴ *Id.* (emphasis added).

¹⁵ 2023 *Long-Term Reliability Assessment*, North American Electric Reliability Corporation (Dec. 2023).

Export						Date 8/19/2024 23:21, User ID 905802		
Equipment ID	Tag Number	Agency	Division	Department	Model Year	Make	Model	Vehicle Type
DOT00001	DOT00001	DOT	553	553-2100	1929	FORD	MODEL AA	Pickup
DOT00922	DOT00922	DOT	553	553-7980	1990	WHITE GMC	CONVENTIONAL WCS	Medium Duty (14001-26000 Lbs. GVWR)
DOT01086	DOT01086	DOT	553	553-2911	1991	FORD	LT 9000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT02829	DOT29425	DOT	553	553-2931	1992	FORD	LT 8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT02830	DOT32530	DOT	553	553-2925	1992	FORD	LT 8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT03535	DOT03535	DOT	553	553-4960	1992	FORD	LT 8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT03568	DOT21522	DOT	553	553-2921	1992	FORD	LT 8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT04158	DOT04158	DOT	553	553-2925	1993	FORD	LT 8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT04216	DOT04216	DOT	553	553-2921	1992	FORD	HERBICIDE	Heavy Duty (>= 26001 Lbs. GVWR)
DOT05131	DOT05131	DOT	553	553-3951	1989	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT05278	DOT05278	DOT	553	553-4900	1992	FORD	LT 9000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT05441	DOT21746	DOT	553	553-2913	1993	FORD	LT 8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT05691	DOT5691	DOT	553	553-1900	1989	INTERNATIONAL	F2574	Heavy Duty (>= 26001 Lbs. GVWR)
DOT06065	DOT06065	DOT	553	553-2925	1993	INTERNATIONAL	2574	Heavy Duty (>= 26001 Lbs. GVWR)
DOT06066	DOT06066	DOT	553	553-2913	1993	INTERNATIONAL	2574	Heavy Duty (>= 26001 Lbs. GVWR)
DOT06071	DOT21732	DOT	553	553-2913	1993	INTERNATIONAL	2574	Heavy Duty (>= 26001 Lbs. GVWR)
DOT06671	DOT06671	DOT	553	553-4910	1993	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT06757	DOT22055	DOT	553	553-3901	1993	FORD	LT 9000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT06808	DOT22160	DOT	553	553-4960	1993	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT07017	DOT07017	DOT	553	553-2921	1993	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT07153	DOT07153	DOT	553	553-2931	1993	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT07187	DOT07187	DOT	553	553-2970	1993	FORD	UNKNOWN	
DOT07284	DOT22139	DOT	553	553-4860	1993	FORD	F-350	Pickup
DOT07320	DOT7320	DOT	553	553-6910	1993	FORD	LT 9000	Medium Duty (14001-26000 Lbs. GVWR)
DOT07329	DOT22169	DOT	553	553-1900	1993	FORD	F-700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT07365	DOT07365	DOT	553	553-2931	1993	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT07503	DOT07503	DOT	553	553-5920	1993	FORD	F-700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT22815	DOT27395	DOT	553	553-5900	1994	FORD	LT 9000	Medium Duty (14001-26000 Lbs. GVWR)
DOT23131	DOT23131	DOT	553	553-3931	1994	FORD	F-700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23145	DOT30405	DOT	553	553-2962	1994	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23714	DOT23714	DOT	553	553-4380	1995	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23803	DOT23803	DOT	553	553-1920	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)

DOT23807	DOT23807	DOT	553	553-1910	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23818	DOT23818	DOT	553	553-1910	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23872	DOT23872	DOT	553	553-4960	1994	GMC	TOPKICK	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23874	DOT26258	DOT	553	553-4900	1994	GMC	TOPKICK	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23875	DOT23875	DOT	553	553-4960	1994	GMC	TOPKICK	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23877	DOT23877	DOT	553	553-4900	1994	GMC	TOPKICK	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23878	DOT23878	DOT	553	553-4900	1994	GMC	TOPKICK	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23879	DOT23879	DOT	553	553-4900	1994	GMC	TOPKICK	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23881	DOT23881	DOT	553	553-4960	1994	GMC	TOPKICK	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23939	DOT32891	DOT	553	553-5920	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23962	DOT23962	DOT	553	553-5940	1995	FORD	F-700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23963	DOT23963	DOT	553	553-5940	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23965	DOT23965	DOT	553	553-5950	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT23981	DOT23981	DOT	553	553-7960	1994	WHITE GMC	CONVENTIONAL WG	Medium Duty (14001-26000 Lbs. GVWR)
DOT24042	DOT24042	DOT	553	553-5930	1995	GMC	WG64T	Medium Duty (14001-26000 Lbs. GVWR)
DOT24050	DOT24050	DOT	553	553-2911	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24081	DOT24081	DOT	553	553-1910	1995	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24090	DOT24090	DOT	553	553-4960	1995	GMC	WG64T	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24227	DOT24227	DOT	553	553-2820	1995	FORD	F-350	Pickup
DOT24392	DOT24392	DOT	553	553-2962	1995	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24486	DOT24486	DOT	553	553-2970	1995	WHITE GMC	CONVENTIONAL WG	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24495	DOT24495	DOT	553	553-5900	1995	FORD	F-800	Medium Duty (14001-26000 Lbs. GVWR)
DOT24517	DOT24517	DOT	553	553-4960	1995	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24535	DOT24535	DOT	553	553-1940	1996	VOLVO	WG	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24536	DOT24536	DOT	553	553-7980	1995	WALLACE TRAILER	UNKNOWN	Trailer
DOT24578	DOT24578	DOT	553	553-1910	1996	VOLVO	WG	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24598	DOT24598	DOT	553	553-5940	1996	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24606	DOT24606	DOT	553	553-3951	1995	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24612	DOT24612	DOT	553	553-4900	1995	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24634	DOT24634	DOT	553	553-2912	1985	INTERNATIONAL	1753	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT24639	DOT24639	DOT	553	553-1940	1996	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24643	DOT24643	DOT	553	553-3921	1996	FORD	F800	Heavy Duty (>= 26001 Lbs. GVWR)

DOT24648	DOT29627	DOT	553	553-4960	1996	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT24671	DOT24671	DOT	553	553-2911	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24672	DOT24672	DOT	553	553-1920	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24673	DOT29431	DOT	553	553-2913	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24674	DOT24674	DOT	553	553-2924	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24687	DOT24687	DOT	553	553-5930	1996	FORD	F-800	Medium Duty (14001-26000 Lbs. GVWR)
DOT24689	DOT24689	DOT	553	553-5930	1996	FORD	F-800	Medium Duty (14001-26000 Lbs. GVWR)
DOT24704	DOT24704	DOT	553	553-2913	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24711	DOT24711	DOT	553	553-2960	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24715	DOT24715	DOT	553	553-2970	1996	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24751	DOT24751	DOT	553	553-5950	1996	FORD	F-800	Medium Duty (14001-26000 Lbs. GVWR)
DOT24753	DOT31709	DOT	553	553-5900	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24786	DOT24786	DOT	553	553-3921	1996	FORD	LT 9000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24837	DOT24837	DOT	553	553-1900	1996	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24859	DOT24859	DOT	553	553-5940	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24873	DOT24873	DOT	553	553-5910	1996	FORD	LNT8000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24891	DOT24891	DOT	553	553-5940	1996	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24917	DOT24917	DOT	553	553-4900	1996	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT24938	DOT24938	DOT	553	553-2962	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24965	DOT24965	DOT	553	553-1910	1996	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT24986	DOT24986	DOT	553	553-3951	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25021	DOT25021	DOT	553	553-2912	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25029	DOT25029	DOT	553	553-5190	1982	MACK	DM492S	Drill Rig
DOT25031	DOT25031	DOT	553	553-3901	1997	FORD	LT 9000	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25075	DOT25075	DOT	553	553-4910	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25078	DOT32053	DOT	553	553-4900	1997	FORD	F-800	Medium Duty (14001-26000 Lbs. GVWR)
DOT25151	DOT25151	DOT	553	553-2352	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25158	DOT25158	DOT	553	553-4910	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25159	DOT25159	DOT	553	553-4910	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25163	DOT25163	DOT	553	553-5940	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25165	DOT25165	DOT	553	553-2912	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)

DOT25179	DOT25179	DOT	553	553-3931	1997	FORD	F800	Medium Duty (14001-26000 Lbs. GVWR)
DOT25206	DOT25206	DOT	553	553-5950	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25249	DOT25249	DOT	553	553-3951	1997	DODGE	RAM 3500	Van
DOT25254	DOT25254	DOT	553	553-2360	1997	FORD	F-800	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25256	DOT25256	DOT	553	553-2590	1997	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT25326	DOT25326	DOT	553	553-1910	1997	FORD	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25338	DOT25338	DOT	553	553-5940	1997	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25339	DOT25339	DOT	553	553-2351	1997	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25356	DOT25356	DOT	553	553-9190	1997	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT25397	DOT25397	DOT	553	553-2913	1997	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25429	DOT25429	DOT	553	553-4900	1998	INTERNATIONAL	UNKNOWN	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25498	DOT25498	DOT	553	553-3931	1998	FORD	E-350	Van
DOT25522	DOT25522	DOT	553	553-2911	1999	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT25585	DOT25585	DOT	553	553-1940	1998	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT25591	DOT25591	DOT	553	553-1920	1998	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT25855	DOT25855	DOT	553	553-3931	1999	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT25925	DOT25925	DOT	553	553-6810	1998	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT25938	DOT25938	DOT	553	553-4860	1998	CHEVROLET	SILVERADO C2500	Pickup
DOT25939	DOT25939	DOT	553	553-4960	1998	CHEVROLET	SILVERADO C2500	Pickup
DOT25955	DOT25955	DOT	553	553-2840	1998	CHEVROLET	SILVERADO C2500	Pickup
DOT25962	DOT25962	DOT	553	553-4910	1998	CHEVROLET	G2500	Van
DOT25968	DOT25968	DOT	553	553-2963	1998	GMC	SIERRA C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT25988	DOT25988	DOT	553	553-4910	1998	DODGE	RAM 3500	Pickup
DOT26005	DOT26005	DOT	553	553-8200	1999	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26014	DOT26014	DOT	553	553-2351	1999	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26039	DOT26039	DOT	553	553-2931	1999	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26040	DOT26040	DOT	553	553-2931	1999	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26050	DOT26050	DOT	553	553-4900	1999	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT26088	DOT26088	DOT	553	553-5930	1999	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT26091	DOT26091	DOT	553	553-3931	1999	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26128	DOT26128	DOT	553	553-1940	1999	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT26248	DOT26248	DOT	553	553-5940	1999	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26249	DOT26249	DOT	553	553-5940	1999	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26281	DOT26281	DOT	553	553-2910	1999	CHEVROLET	G3500	Van
DOT26424	DOT26424	DOT	553	553-4961	1999	FORD	F-250	Pickup

DOT26467	DOT26467	DOT	553	553-2810	1999	CHEVROLET	K3500	Light Duty (10001-14000 Lbs. GVWR)
DOT26513	DOT26513	DOT	553	553-4911	1999	FORD	E-250	Van
DOT26523	DOT26523	DOT	553	553-4911	1999	FORD	E-250	Van
DOT26531	DOT26531	DOT	553	553-2921	2000	FORD	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26536	DOT26536	DOT	553	553-5930	2000	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26574	DOT26574	DOT	553	553-1920	1999	GMC	C7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26590	DOT26590	DOT	553	553-5900	2000	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26593	DOT26593	DOT	553	553-6900	1999	DODGE	RAM 1500	Van
DOT26606	DOT26606	DOT	553	553-3001	2000	CHEVROLET	SILVERADO C1500	Pickup
DOT26607	DOT26607	DOT	553	553-3931	2000	CHEVROLET	SILVERADO C1500	Pickup
DOT26620	DOT26620	DOT	553	553-2962	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26621	DOT26621	DOT	553	553-2962	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26628	DOT26628	DOT	553	553-3901	2000	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT26639	DOT26639	DOT	553	553-3520	2000	CHEVROLET	SILVERADO C1500	Pickup
DOT26645	DOT26645	DOT	553	553-5950	2000	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26649	DOT26649	DOT	553	553-2913	2000	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT26655	DOT26655	DOT	553	553-2912	2000	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT26657	DOT26657	DOT	553	553-5910	2000	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26664	DOT26664	DOT	553	553-2962	2000	ANDERSON MANUFACTURING	UNKNOWN	Trailer
DOT26666	DOT26666	DOT	553	553-3931	2000	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26674	DOT26674	DOT	553	553-5900	2000	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26692	DOT26692	DOT	553	553-5930	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26703	DOT26703	DOT	553	553-3820	2000	FORD	F-250	Pickup
DOT26762	DOT26762	DOT	553	553-6690	2003	FORD	RANGER	Pickup
DOT26781	DOT26781	DOT	553	553-2913	2000	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26782	DOT26782	DOT	553	553-2921	2000	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26807	DOT26807	DOT	553	553-3830	2000	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT26814	DOT26814	DOT	553	553-4961	2000	FORD	TAURUS	Sedan
DOT26835	DOT26835	DOT	553	553-2910	2000	GMC	SONOMA	Pickup
DOT26836	DOT26836	DOT	553	553-2923	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26837	DOT26837	DOT	553	553-2352	2000	INTERNATIONAL	4900	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26914	DOT26914	DOT	553	553-2551	2000	CHEVROLET	CAVALIER	Sedan
DOT26938	DOT26938	DOT	553	553-3951	2000	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26952	DOT26952	DOT	553	553-5910	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26953	DOT26953	DOT	553	553-5920	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26954	DOT26954	DOT	553	553-5920	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26982	DOT26982	DOT	553	553-8491	2000	CHEVROLET	G2500	Van
DOT26988	DOT26988	DOT	553	553-2921	2000	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT26994	DOT26994	DOT	553	553-2931	2000	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)

DOT27041	DOT27041	DOT	553	553-5930	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27106	DOT27106	DOT	553	553-3921	2000	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27133	DOT27133	DOT	553	553-3951	2001	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27150	DOT27150	DOT	553	553-3921	2000	VERMEER	BC1400	Chipper
DOT27161	DOT27161	DOT	553	553-4960	2000	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27172	DOT27172	DOT	553	553-7980	2000	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT27174	DOT27174	DOT	553	553-3901	2000	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27206	DOT27206	DOT	553	553-2352	2002	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT27227	DOT27227	DOT	553	553-2971	2001	DODGE	RAM 3500	Pickup
DOT27243	DOT27243	DOT	553	553-1900	2001	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27257	DOT27257	DOT	553	553-4900	2001	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT27258	DOT27258	DOT	553	553-4910	2001	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT27259	DOT27259	DOT	553	553-3931	2001	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27260	DOT27260	DOT	553	553-4960	2002	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27261	DOT27261	DOT	553	553-4900	2002	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT27275	DOT27275	DOT	553	553-2352	2002	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27276	DOT27276	DOT	553	553-3921	2001	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27277	DOT27277	DOT	553	553-3931	2001	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27313	DOT27313	DOT	553	553-1920	2000	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27324	DOT27324	DOT	553	553-3931	2000	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27345	DOT27345	DOT	553	553-4900	2000	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27357	DOT27357	DOT	553	553-2001	1999	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT27386	DOT27386	DOT	553	553-3951	2000	GMC	C7H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27400	DOT27400	DOT	553	553-2921	2000	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27418	DOT27418	DOT	553	553-3901	2000	GMC	C7H042	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27421	DOT27421	DOT	553	553-6900	2000	FORD	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27468	DOT27468	DOT	553	553-2970	2001	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27470	DOT27470	DOT	553	553-3920	2001	CHEVROLET	S10	Pickup
DOT27505	DOT27505	DOT	553	553-2913	2001	FORD	F-350	Pickup
DOT27511	DOT27511	DOT	553	553-5900	2001	FORD	F-350	Pickup

DOT27514	DOT27514	DOT	553	553-3921	2001	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27533	DOT27533	DOT	553	553-6900	2001	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT27537	DOT27537	DOT	553	553-2912	2001	CHEVROLET	G3500	Van
DOT27559	DOT27559	DOT	553	553-3931	2000	GMC	C6H042	Medium Duty (14001-26000 Lbs. GVWR)
DOT27577	27577	DOT	553	553-5940	2001	INTERNATIONAL	2554	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27584	DOT27584	DOT	553	553-5930	2001	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT27585	DOT27585	DOT	553	553-5930	2001	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT27596	DOT27596	DOT	553	553-1900	2001	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27605	DOT27605	DOT	553	553-7960	2001	STERLING	M8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27608	DOT27608	DOT	553	553-7960	2001	STERLING	M8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27632	DOT27632	DOT	553	553-2550	2001	CHEVROLET	CAVALIER	Sedan
DOT27633	DOT27633	DOT	553	553-2921	2001	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27643	DOT27643	DOT	553	553-2923	2001	STERLING	M8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27644	DOT27644	DOT	553	553-2970	2001	STERLING	M8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27695	DOT27695	DOT	553	553-3951	2001	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27697	DOT27697	DOT	553	553-8019	2001	DODGE	CARAVAN	Van
DOT27705	DOT27705	DOT	553	553-7100	2001	FORD	F-150	Pickup
DOT27727	DOT27727	DOT	553	553-1900	2001	DODGE	RAM 3500	Pickup
DOT27816	DOT27816	DOT	553	553-2550	2001	GMC	SONOMA	Pickup
DOT27820	DOT27820	DOT	553	553-1910	2001	PETERSON	UNKNOWN	Trailer
DOT27826	DOT27826	DOT	553	553-3951	2002	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT27827	DOT27827	DOT	553	553-7960	2001	INTERNATIONAL	4700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27863	DOT27863	DOT	553	553-5920	2001	INTERNATIONAL	4700	Medium Duty (14001-26000 Lbs. GVWR)
DOT27864	DOT27864	DOT	553	553-3921	2001	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27925	DOT27925	DOT	553	553-2961	2001	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT27946	DOT27946	DOT	553	553-1920	2001	INTERNATIONAL	2574	Heavy Duty (>= 26001 Lbs. GVWR)
DOT27979	DOT27979	DOT	553	553-2010	2001	CHEVROLET	G1500	Van
DOT28023	DOT28023	DOT	553	553-1620	2002	DODGE	RAM 3500	Van
DOT28047	DOT28047	DOT	553	553-6690	2002	CHEVROLET	C1500 VAN	Van
DOT28084	DOT28084	DOT	553	553-2551	2002	CHEVROLET	CAVALIER	Sedan
DOT28085	DOT28085	DOT	553	553-2551	2002	CHEVROLET	CAVALIER	Sedan
DOT28110	DOT28110	DOT	553	553-4911	2002	FORD	TAURUS	Sedan
DOT28127	DOT28127	DOT	553	553-4961	2002	CHEVROLET	CAVALIER	Sedan
DOT28130	DOT28130	DOT	553	553-5910	2002	FORD	F-350	Pickup
DOT28131	DOT28131	DOT	553	553-9700	2002	FORD	EXCURSION	SUV
DOT28152	DOT28152	DOT	553	553-4090	2002	FORD	RANGER	Pickup
DOT28175	DOT28175	DOT	553	553-2520	2002	FORD	F-250	Pickup
DOT28182	DOT28182	DOT	553	553-4910	2002	FORD	F-350	Pickup
DOT28186	DOT28186	DOT	553	553-2080	2002	FORD	RANGER	Pickup
DOT28187	DOT28187	DOT	553	553-2080	2002	FORD	RANGER	Pickup
DOT28205	DOT28205	DOT	553	553-2080	2002	FORD	RANGER	Pickup
DOT28206	DOT28206	DOT	553	553-2080	2002	FORD	RANGER	Pickup

DOT28232	DOT28232	DOT	553	553-6910	2002	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28250	DOT28250	DOT	553	553-2100	2002	CHEVROLET	MALIBU	Sedan
DOT28263	DOT28263	DOT	553	553-9950	2002	FORD	TAURUS	Sedan
DOT28269	DOT28269	DOT	553	553-1030	2002	DODGE	RAM 2500	Pickup
DOT28316	DOT28316	DOT	553	553-1920	2002	DODGE	RAM 2500	Pickup
DOT28325	DOT28325	DOT	553	553-3901	2003	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28334	DOT28334	DOT	553	553-3931	2003	INTERNATIONAL	2674	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28335	DOT28335	DOT	553	553-2380	2003	INTERNATIONAL	4400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28340	DOT28340	DOT	553	553-3001	2002	GMC	G1500	Van
DOT28345	DOT28345	DOT	553	553-2080	2002	FORD	EXPLORER	SUV
DOT28346	DOT28346	DOT	553	553-2921	2003	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28351	DOT28351	DOT	553	553-1900	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28352	DOT28352	DOT	553	553-1900	2002	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28357	DOT28357	DOT	553	553-8200	2003	INTERNATIONAL	2674	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28359	DOT28359	DOT	553	553-7960	2003	INTERNATIONAL	4400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28368	DOT28368	DOT	553	553-7980	2003	INTERNATIONAL	4400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28373	DOT28373	DOT	553	553-3920	2002	GMC	SIERRA C1500	Pickup
DOT28382	DOT28382	DOT	553	553-3921	2003	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28401	DOT28401	DOT	553	553-7960	2003	INTERNATIONAL	4400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28411	DOT28411	DOT	553	553-3050	2003	DODGE	DAKOTA	Pickup
DOT28412	DOT28412	DOT	553	553-3951	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28414	DOT28414	DOT	553	553-2100	2003	FORD	F-150	Pickup
DOT28415	DOT28415	DOT	553	553-2963	2003	FORD	F-150	Pickup
DOT28420	DOT28420	DOT	553	553-2970	2003	INTERNATIONAL	4400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28424	DOT28424	DOT	553	553-7960	2003	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28428	DOT28428	DOT	553	553-7980	2002	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28429	DOT28429	DOT	553	553-2921	2002	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28433	DOT28433	DOT	553	553-3901	2003	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT28442	DOT28442	DOT	553	553-6910	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28458	DOT28458	DOT	553	553-3921	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28479	DOT28479	DOT	553	553-7961	2003	FORD	F-350	Pickup
DOT28482	DOT28482	DOT	553	553-2100	2003	CHEVROLET	SILVERADO C1500	Pickup
DOT28483	DOT28483	DOT	553	553-2100	2003	CHEVROLET	SILVERADO C1500	Pickup
DOT28484	DOT28484	DOT	553	553-5910	2003	FORD	E-350	Van
DOT28487	DOT28487	DOT	553	553-1900	2003	FORD	F-350	Pickup
DOT28493	DOT28493	DOT	553	553-2060	2003	FORD	F-150	Pickup
DOT28494	DOT28494	DOT	553	553-2971	2003	FORD	F-150	Pickup
DOT28538	DOT28538	DOT	553	553-3020	2002	CHEVROLET	CAVALIER	Sedan
DOT28561	DOT28561	DOT	553	553-8492	2002	FORD	TAURUS	Sedan

DOT28581	DOT28581	DOT	553	553-5900	2002	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28583	DOT28583	DOT	553	553-5920	2002	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28584	DOT28584	DOT	553	553-1920	2002	FORD	F-350	Pickup
DOT28634	DOT28634	DOT	553	553-1910	2003	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28637	DOT28637	DOT	553	553-3290	2003	CHEVROLET	IMPALA	Sedan
DOT28641	DOT28641	DOT	553	553-3950	2004	DODGE	STRATUS	Sedan
DOT28642	DOT28642	DOT	553	553-3901	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28651	DOT28651	DOT	553	553-1940	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28652	DOT28652	DOT	553	553-7960	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28654	DOT28654	DOT	553	553-1900	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28655	DOT28655	DOT	553	553-8492	2003	FORD	E-250	Van
DOT28656	DOT28656	DOT	553	553-8494	2003	FORD	E-250	Van
DOT28657	DOT31243	DOT	553	553-3921	2004	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28658	DOT31080	DOT	553	553-3921	2004	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28659	DOT28659	DOT	553	553-7980	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28664	DOT28664	DOT	553	553-7960	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28666	DOT28666	DOT	553	553-4900	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28668	DOT28668	DOT	553	553-4960	2004	DODGE	CARAVAN	Van
DOT28670	DOT28670	DOT	553	553-1940	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28671	DOT28671	DOT	553	553-4900	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28673	DOT28673	DOT	553	553-1900	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28674	DOT28674	DOT	553	553-1900	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28675	DOT28675	DOT	553	553-1900	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28676	DOT28676	DOT	553	553-2970	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28681	DOT28681	DOT	553	553-4910	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28682	DOT28682	DOT	553	553-4960	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28683	DOT28683	DOT	553	553-4960	2004	INTERNATIONAL	UNKNOWN	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28684	DOT28684	DOT	553	553-4910	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28685	DOT28685	DOT	553	553-2921	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)

DOT28687	DOT28687	DOT	553	553-2922	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28688	DOT28688	DOT	553	553-2380	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28690	DOT28690	DOT	553	553-2912	1994	FORD	B700	Heavy Duty Bus (>= 26001 Lbs. GVWR)
DOT28692	DOT28692	DOT	553	553-2913	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28693	DOT28693	DOT	553	553-7960	2004	FORD	E-350	Van
DOT28718	DOT28718	DOT	553	553-7980	2004	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28719	DOT28719	DOT	553	553-7960	2004	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28720	DOT28720	DOT	553	553-3931	2004	FORD	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28726	DOT28726	DOT	553	553-4120	2004	FORD	EXPLORER	SUV
DOT28733	DOT28733	DOT	553	553-5070	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT28734	DOT28734	DOT	553	553-5070	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT28747	DOT28747	DOT	553	553-6590	2004	FORD	F-350	Pickup
DOT28762	DOT28762	DOT	553	553-3901	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28763	DOT28763	DOT	553	553-3901	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28765	DOT28765	DOT	553	553-5910	2004	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28767	DOT28767	DOT	553	553-4961	2004	FORD	F-350	Pickup
DOT28769	DOT28769	DOT	553	553-2100	2004	CHEVROLET	VENTURE	Van
DOT28771	DOT28771	DOT	553	553-2440	2004	BUICK	CENTURY	Sedan
DOT28790	DOT28790	DOT	553	553-3951	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28791	DOT28791	DOT	553	553-3951	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28792	DOT28792	DOT	553	553-5900	2004	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28793	DOT33392	DOT	553	553-6900	2004	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28798	DOT28798	DOT	553	553-3080	2004	DODGE	STRATUS	Sedan
DOT28799	DOT28799	DOT	553	553-3931	2004	STERLING	M5500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28804	DOT28804	DOT	553	553-3951	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28806	DOT28806	DOT	553	553-4961	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT28807	DOT28807	DOT	553	553-4961	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT28816	DOT28816	DOT	553	553-2090	2004	DODGE	DAKOTA	Pickup
DOT28819	DOT28819	DOT	553	553-2001	2004	FORD	RANGER	Pickup
DOT28845	DOT28845	DOT	553	553-4900	2003	CHEVROLET	SILVERADO C1500	Pickup
DOT28846	DOT28846	DOT	553	553-3921	2003	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT28853	DOT28853	DOT	553	553-5931	2003	FORD	F-250	Pickup
DOT28856	DOT28856	DOT	553	553-8920	2003	FORD	F-350	Pickup
DOT28857	DOT28857	DOT	553	553-2352	2003	FORD	F-350	Pickup
DOT28860	DOT28860	DOT	553	553-2820	2003	FORD	TAURUS	Sedan
DOT28866	DOT28866	DOT	553	553-4090	2003	FORD	TAURUS	Sedan
DOT28869	DOT28869	DOT	553	553-3190	2003	FORD	F-250	Pickup
DOT28871	DOT28871	DOT	553	553-5931	2003	FORD	E-150	Van
DOT28872	DOT28872	DOT	553	553-4961	2003	CHEVROLET	SILVERADO C1500	Pickup
DOT28873	DOT28873	DOT	553	553-4960	2003	CHEVROLET	SILVERADO C1500	Pickup
DOT28874	DOT28874	DOT	553	553-2910	2003	FORD	F-150	Pickup
DOT28879	DOT28879	DOT	553	553-2911	2003	FORD	F-350	Pickup
DOT28880	DOT28880	DOT	553	553-7960	2003	FORD	F-350	Pickup
DOT28887	DOT28887	DOT	553	553-3901	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)

DOT28888	DOT28888	DOT	553	553-3951	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28889	DOT28889	DOT	553	553-3951	2003	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT28898	DOT28898	DOT	553	553-2100	2003	FORD	F-150	Pickup
DOT28904	DOT28904	DOT	553	553-6900	2003	FORD	F-250	Pickup
DOT28905	DOT28905	DOT	553	553-6900	2003	FORD	F-250	Pickup
DOT28906	DOT28906	DOT	553	553-1260	2003	FORD	F-350	Pickup
DOT28908	DOT28908	DOT	553	553-7961	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28909	DOT28909	DOT	553	553-2921	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28911	DOT28911	DOT	553	553-2922	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28912	DOT28912	DOT	553	553-2351	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28913	DOT28913	DOT	553	553-2931	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28920	DOT33245	DOT	553	553-2911	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28921	DOT28921	DOT	553	553-2380	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28923	DOT28923	DOT	553	553-3951	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28927	DOT28927	DOT	553	553-4900	2004	INTERNATIONAL	4400	Medium Duty (14001-26000 Lbs. GVWR)
DOT28935	DOT28935	DOT	553	553-1900	2004	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT28944	DOT28944	DOT	553	553-5941	2004	FORD	TAURUS	Sedan
DOT28945	DOT28945	DOT	553	553-5901	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT28949	DOT28949	DOT	553	553-5910	2004	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT28959	DOT28959	DOT	553	553-6900	2004	FORD	F-250	Pickup
DOT28960	DOT28960	DOT	553	553-6900	2004	FORD	F-250	Pickup
DOT28961	DOT28961	DOT	553	553-4960	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT28962	DOT28962	DOT	553	553-4961	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT28967	DOT28967	DOT	553	553-5940	2004	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT28976	DOT28976	DOT	553	553-3192	2004	FORD	TAURUS	Wagon
DOT28992	DOT28992	DOT	553	553-2230	2004	FORD	TAURUS	Pickup
DOT28994	DOT28994	DOT	553	553-3931	2004	FORD	F-150	Pickup
DOT28995	DOT28995	DOT	553	553-3210	2004	FORD	F-150	Pickup
DOT28997	DOT28997	DOT	553	553-3140	2004	DODGE	STRATUS	Sedan
DOT28999	DOT28999	DOT	553	553-2160	2004	DODGE	DAKOTA	Pickup
DOT29006	DOT29006	DOT	553	553-2931	2004	FORD	F-150	Pickup
DOT29007	DOT29007	DOT	553	553-3050	2004	FORD	F-150	Pickup
DOT29047	DOT29047	DOT	553	553-2190	2004	FORD	RANGER	Pickup
DOT29052	DOT29052	DOT	553	553-4901	2005	FORD	TAURUS	Sedan
DOT29055	DOT29055	DOT	553	553-2920	2004	DODGE	DAKOTA	Pickup
DOT29056	DOT29056	DOT	553	553-1920	2004	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29058	DOT29058	DOT	553	553-1910	2004	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29059	DOT29059	DOT	553	553-1910	2004	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)

DOT29065	DOT29065	DOT	553	553-2931	2005	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29070	DOT29070	DOT	553	553-2353	2004	FORD	F-350	Pickup
DOT29071	DOT29071	DOT	553	553-2820	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT29074	DOT29074	DOT	553	553-2920	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT29079	DOT31092	DOT	553	553-3921	2004	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29080	DOT29080	DOT	553	553-3931	2004	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29081	DOT29081	DOT	553	553-3931	2004	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29082	DOT29082	DOT	553	553-3931	2004	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29091	DOT29091	DOT	553	553-6910	2004	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29094	DOT29094	DOT	553	553-6900	2004	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29095	DOT32099	DOT	553	553-6900	2004	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29096	DOT29096	DOT	553	553-6910	2004	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29097	DOT29097	DOT	553	553-7980	2005	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29110	DOT29110	DOT	553	553-9880	2004	FORD	E-350	Van
DOT29111	DOT29111	DOT	553	553-7960	2005	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT29112	DOT29112	DOT	553	553-7960	2005	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT29115	DOT29115	DOT	553	553-4001	2004	FORD	E-350	Van
DOT29116	DOT29116	DOT	553	553-8539	2004	CHEVROLET	SILVERADO C1500	Pickup
DOT29118	DOT29118	DOT	553	553-7980	2005	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT29119	DOT29119	DOT	553	553-7960	2005	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT29120	DOT29120	DOT	553	553-2962	2005	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29121	DOT29121	DOT	553	553-2912	2004	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29164	DOT29164	DOT	553	553-7960	2005	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29165	DOT29165	DOT	553	553-7980	2005	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29190	DOT29190	DOT	553	553-1900	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29192	DOT29192	DOT	553	553-2921	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29193	DOT29193	DOT	553	553-2921	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29196	DOT29196	DOT	553	553-4900	2005	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29198	DOT29198	DOT	553	553-1920	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29200	DOT29200	DOT	553	553-4381	2005	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29201	DOT32293	DOT	553	553-4960	2005	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)

DOT29203	DOT29203	DOT	553	553-4900	2005	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29206	DOT29206	DOT	553	553-2962	2005	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29207	DOT29207	DOT	553	553-2921	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29208	DOT29208	DOT	553	553-2550	2005	JEEP	LIBERTY	SUV
DOT29210	DOT29210	DOT	553	553-1940	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29220	DOT29220	DOT	553	553-4910	2005	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29223	DOT29223	DOT	553	553-3921	2005	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29224	DOT29224	DOT	553	553-1940	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29226	DOT29226	DOT	553	553-1910	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29258	DOT29258	DOT	553	553-2100	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29259	DOT33415	DOT	553	553-4360	2005	FORD	FREESTAR	Van
DOT29261	DOT29261	DOT	553	553-7590	2005	FORD	F-350	Pickup
DOT29272	DOT29272	DOT	553	553-7981	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29280	DOT29280	DOT	553	553-2971	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29281	DOT29281	DOT	553	553-2352	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29285	DOT29285	DOT	553	553-2820	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29291	DOT29291	DOT	553	553-1030	2006	FORD	E-350	Van
DOT29313	DOT29313	DOT	553	553-4900	2005	FORD	F-350	Pickup
DOT29316	DOT29316	DOT	553	553-7100	2005	FORD	RANGER	Pickup
DOT29318	DOT29318	DOT	553	553-7961	2005	FORD	RANGER	Pickup
DOT29326	DOT29326	DOT	553	553-2921	2005	FORD	F-350	Pickup
DOT29328	DOT29328	DOT	553	553-2352	2005	FORD	F-250	Pickup
DOT29330	DOT29330	DOT	553	553-2913	2005	FORD	F-350	Pickup
DOT29332	DOT29332	DOT	553	553-2910	2005	GMC	SIERRA C1500	Pickup
DOT29373	DOT29373	DOT	553	553-1920	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29375	DOT29375	DOT	553	553-3860	2005	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT29383	DOT29383	DOT	553	553-1910	2006	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT29384	DOT29384	DOT	553	553-2350	2005	DODGE	CARAVAN	Van
DOT29385	DOT29385	DOT	553	553-5910	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29406	DOT29406	DOT	553	553-8496	2006	FORD	E-250	Van
DOT29413	DOT29413	DOT	553	553-3931	2005	HARDEE BUILT	UNKNOWN	Trailer
DOT29419	DOT29419	DOT	553	553-1910	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29420	DOT29420	DOT	553	553-2970	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29421	DOT29421	DOT	553	553-2931	2006	FORD	F-350	Pickup
DOT29422	DOT29422	DOT	553	553-3951	2006	STERLING	L9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29434	DOT29434	DOT	553	553-2962	2006	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT29438	DOT29438	DOT	553	553-5930	2002	MAGNUM	UNKNOWN	Pump
DOT29439	DOT29439	DOT	553	553-5910	2002	MAGNUM	UNKNOWN	Pump
DOT29444	DOT29444	DOT	553	553-5911	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29448	DOT29448	DOT	553	553-3210	2005	FORD	F-150	Pickup
DOT29476	DOT29476	DOT	553	553-6910	2005	JEEP	LIBERTY	SUV
DOT29478	DOT29478	DOT	553	553-6900	2005	FORD	F-250	Pickup

DOT29493	DOT29493	DOT	553	553-3820	2005	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT29499	DOT29499	DOT	553	553-3001	2005	FORD	TAURUS	Sedan
DOT29505	DOT29505	DOT	553	553-2060	2005	FORD	TAURUS	Sedan
DOT29511	DOT29511	DOT	553	553-5911	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29512	DOT29512	DOT	553	553-5090	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29513	DOT29513	DOT	553	553-5070	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29514	DOT29514	DOT	553	553-5920	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29515	DOT29515	DOT	553	553-5260	2005	CHEVROLET	SILVERADO C1500	Pickup
DOT29533	DOT29533	DOT	553	553-2620	2005	FORD	TAURUS	Sedan
DOT29539	DOT29539	DOT	553	553-1940	2006	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29540	DOT29540	DOT	553	553-7960	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29543	DOT29543	DOT	553	553-3931	2005	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29544	DOT29544	DOT	553	553-4001	2006	FORD	F-350	Pickup
DOT29545	DOT29545	DOT	553	553-7960	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29547	DOT29547	DOT	553	553-5950	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29548	DOT29548	DOT	553	553-7960	2006	FORD	F-350	Pickup
DOT29549	DOT29549	DOT	553	553-6001	2006	FORD	E-150	Van
DOT29550	DOT29550	DOT	553	553-8492	2006	FORD	E-150	Van
DOT29553	DOT29553	DOT	553	553-8492	2006	FORD	E-150	Van
DOT29560	DOT29560	DOT	553	553-5120	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29562	DOT29562	DOT	553	553-5941	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29564	DOT29564	DOT	553	553-2923	2006	FORD	F-700	Medium Duty (14001-26000 Lbs. GVWR)
DOT29565	DOT29565	DOT	553	553-5931	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29566	DOT29566	DOT	553	553-3901	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29567	DOT29567	DOT	553	553-4960	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29568	DOT29568	DOT	553	553-8970	2006	FORD	TAURUS	Sedan
DOT29569	DOT29569	DOT	553	553-4001	2006	FORD	TAURUS	Sedan
DOT29574	DOT29574	DOT	553	553-3901	2005	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29576	DOT29576	DOT	553	553-2380	2006	FORD	F-700	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29580	DOT29580	DOT	553	553-3010	2006	FORD	E-150	Van
DOT29581	DOT29581	DOT	553	553-4960	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29587	DOT29587	DOT	553	553-6900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29588	DOT29588	DOT	553	553-6900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29590	DOT29590	DOT	553	553-2820	2006	CHEVROLET	IMPALA	Sedan
DOT29591	DOT29591	DOT	553	553-2912	2006	FORD	F-700	Medium Duty (14001-26000 Lbs. GVWR)
DOT29595	DOT29595	DOT	553	553-5620	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29596	DO60937	DOT	553	553-6910	2005	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29602	DOT29602	DOT	553	553-5950	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29608	DOT29608	DOT	553	553-8492	2006	FORD	E-150	Van
DOT29611	DOT29611	DOT	553	553-2970	2006	INTERNATIONAL	3000	Medium Duty Bus (14001-26000 Lbs. GVWR)

DOT29616	DOT29616	DOT	553	553-1900	2006	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT29617	DOT29617	DOT	553	553-2912	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29618	DOT29618	DOT	553	553-3921	2006	STERLING	L9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29621	DOT29621	DOT	553	553-2911	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29622	DOT29622	DOT	553	553-2922	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29625	DOT30748	DOT	553	553-3001	2006	FORD	F-250	Pickup
DOT29626	DOT29626	DOT	553	553-3921	2006	FORD	F-350	Pickup
DOT29630	DOT29630	DOT	553	553-3931	2006	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29634	DOT29634	DOT	553	553-5910	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29635	DOT29635	DOT	553	553-8491	2006	FORD	E-250	Van
DOT29636	DOT29636	DOT	553	553-6910	2006	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29637	DOT29637	DOT	553	553-6900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29638	DOT29638	DOT	553	553-7960	2006	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29639	DOT29639	DOT	553	553-7001	2006	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29640	DOT29640	DOT	553	553-7980	2006	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29641	DOT33624	DOT	553	553-1900	2006	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29645	DOT29645	DOT	553	553-4960	2006	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29646	DOT29646	DOT	553	553-2921	2006	FORD	F-250	Pickup
DOT29648	DOT29648	DOT	553	553-5900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29649	DOT29649	DOT	553	553-1910	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29650	DOT29650	DOT	553	553-2100	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29651	DOT29651	DOT	553	553-2100	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29652	DOT29652	DOT	553	553-2100	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29653	DOT29653	DOT	553	553-3590	2006	DODGE	STRATUS	Sedan
DOT29655	DOT29655	DOT	553	553-6900	2006	FORD	F-350	Pickup
DOT29656	DOT29656	DOT	553	553-8496	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29658	DOT29658	DOT	553	553-8494	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29659	DOT29659	DOT	553	553-8492	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29660	DOT29660	DOT	553	553-8492	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29661	DOT29661	DOT	553	553-8495	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT29663	DOT29663	DOT	553	553-2190	2006	FORD	E-150	Van
DOT29666	DOT29666	DOT	553	553-3140	2006	DODGE	STRATUS	Sedan
DOT29673	DOT29673	DOT	553	553-1920	2006	FORD	F-250	Pickup
DOT29676	DOT29676	DOT	553	553-2540	2006	FORD	TAURUS	Sedan
DOT29677	DOT29677	DOT	553	553-2510	2006	FORD	TAURUS	Sedan
DOT29681	DOT29681	DOT	553	553-4901	2006	FORD	TAURUS	Sedan
DOT29682	DOT29682	DOT	553	553-4901	2006	FORD	TAURUS	Sedan
DOT29683	DOT29683	DOT	553	553-4961	2006	FORD	TAURUS	Sedan
DOT29685	DOT29685	DOT	553	553-2190	2006	FORD	RANGER	Pickup
DOT29686	DOT29686	DOT	553	553-2620	2006	FORD	RANGER	Pickup

DOT29687	DOT29687	DOT	553	553-2160	2006	FORD	RANGER	Pickup
DOT29692	DOT29692	DOT	553	553-6900	2006	FORD	F-250	Pickup
DOT29698	DOT29698	DOT	553	553-6900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29699	DOT29699	DOT	553	553-6900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29700	DOT29700	DOT	553	553-6900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29701	DOT29701	DOT	553	553-6900	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29709	DOT29709	DOT	553	553-2520	2006	JEEP	LIBERTY	SUV
DOT29712	DOT29712	DOT	553	553-5110	2006	FORD	TAURUS	Sedan
DOT29716	DOT29716	DOT	553	553-6910	2006	FORD	F-350	Pickup
DOT29717	DOT29717	DOT	553	553-6910	2006	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29718	DOT29718	DOT	553	553-2913	2006	FORD	F-350	Pickup
DOT29727	DOT29727	DOT	553	553-3100	2006	FORD	EXPEDITION	SUV
DOT29730	DOT29730	DOT	553	553-2921	2006	FORD	F-250	Pickup
DOT29732	DOT29732	DOT	553	553-5941	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29736	DOT29736	DOT	553	553-5110	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29739	DOT29739	DOT	553	553-6910	2006	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29750	DOT29750	DOT	553	553-9950	2006	FORD	TAURUS	Sedan
DOT29751	DOT29751	DOT	553	553-2971	2006	DODGE	CARAVAN	Van
DOT29757	DOT29757	DOT	553	553-7980	2006	FORD	F-350	Pickup
DOT29764	DOT29764	DOT	553	553-3931	2006	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29770	DOT29770	DOT	553	553-5120	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29771	DOT29771	DOT	553	553-5911	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29777	DOT29777	DOT	553	553-1940	2007	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29778	DOT29778	DOT	553	553-2190	2006	FORD	F-150	Pickup
DOT29779	DOT29779	DOT	553	553-4910	2006	FORD	F-250	Pickup
DOT29780	DOT29780	DOT	553	553-4910	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29781	DOT29781	DOT	553	553-4910	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29783	DOT29783	DOT	553	553-4090	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29784	DOT29784	DOT	553	553-4090	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29790	DOT29790	DOT	553	553-3050	2006	GMC	SIERRA C1500	Pickup
DOT29792	DOT29792	DOT	553	553-6910	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29793	DOT29793	DOT	553	553-6910	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29794	DOT29794	DOT	553	553-7980	2007	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29795	DOT29795	DOT	553	553-1190	2006	FORD	F-150	Pickup
DOT29796	DOT29796	DOT	553	553-1900	2006	FORD	F-150	Pickup
DOT29803	DOT29803	DOT	553	553-3140	2006	DODGE	STRATUS	Sedan
DOT29806	DOT29806	DOT	553	553-4960	2006	FORD	EXPLORER	SUV
DOT29841	DOT29841	DOT	553	553-1150	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29844	DOT29844	DOT	553	553-4630	2006	JEEP	CHEROKEE	SUV
DOT29845	DOT29845	DOT	553	553-4901	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29846	DOT29846	DOT	553	553-1150	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29851	DOT29851	DOT	553	553-8495	2006	FORD	E-150	Van
DOT29852	DOT29852	DOT	553	553-2353	2006	FORD	F-350	Pickup
DOT29854	DOT29854	DOT	553	553-4910	2006	FORD	F-250	Pickup
DOT29855	DOT29855	DOT	553	553-5070	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29858	DOT29858	DOT	553	553-8493	2006	FORD	E-150	Van
DOT29864	DOT29864	DOT	553	553-7980	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29865	DOT29865	DOT	553	553-4960	2006	FORD	E-250	Van
DOT29866	DOT29866	DOT	553	553-2970	2006	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)

DOT29867	DOT29867	DOT	553	553-4901	2006	CHEVROLET	SILVERADO C1500	Pickup
DOT29875	DOT29875	DOT	553	553-2970	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29877	DOT29877	DOT	553	553-8493	2006	FORD	E-150	Van
DOT29879	DOT29879	DOT	553	553-2961	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29880	DOT29880	DOT	553	553-2911	2006	FORD	F-350	Pickup
DOT29885	DOT32929	DOT	553	553-1910	2006	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29892	DOT29892	DOT	553	553-4961	2006	DODGE	CARAVAN	Van
DOT29893	DOT29893	DOT	553	553-1910	2007	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29897	DOT29897	DOT	553	553-7960	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29898	DOT29898	DOT	553	553-2962	2006	FORD	F-650	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29901	DOT29901	DOT	553	553-1940	2006	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29902	DOT29902	DOT	553	553-2931	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29904	DOT29904	DOT	553	553-1920	2006	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT29905	DOT29905	DOT	553	553-7960	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29909	DOT29909	DOT	553	553-2912	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29914	DOT29914	DOT	553	553-7960	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29915	DOT29915	DOT	553	553-5001	2006	FORD	E-150	Van
DOT29916	DOT29916	DOT	553	553-4900	2007	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29917	DOT29917	DOT	553	553-4960	2006	STERLING	L7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29918	DOT29918	DOT	553	553-6910	2006	FORD	F-250	Pickup
DOT29919	DOT32725	DOT	553	553-2970	2006	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29930	DOT29930	DOT	553	553-4910	2007	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT29941	DOT29941	DOT	553	553-6690	2007	FORD	TAURUS	Sedan
DOT29947	DOT29947	DOT	553	553-8200	2007	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT29965	DOT29965	DOT	553	553-5951	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29966	DOT29966	DOT	553	553-5260	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29968	DOT29968	DOT	553	553-6910	2006	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT29977	DOT29977	DOT	553	553-5911	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29980	DOT29980	DOT	553	553-5110	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29983	DOT29983	DOT	553	553-5901	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29986	DOT29986	DOT	553	553-3950	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29987	DOT29987	DOT	553	553-5940	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29988	DOT29988	DOT	553	553-5931	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29991	DOT29991	DOT	553	553-5940	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT29992	DOT29992	DOT	553	553-6830	2006	FORD	F-350	Pickup
DOT30010	DOT30010	DOT	553	553-8491	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30011	DOT30011	DOT	553	553-8496	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30012	DOT30012	DOT	553	553-8495	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)

DOT30013	DOT30013	DOT	553	553-8494	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30014	DOT30014	DOT	553	553-8492	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30015	DOT30015	DOT	553	553-8491	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30016	DOT30016	DOT	553	553-8490	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30022	DOT30022	DOT	553	553-5931	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT30024	DOT30024	DOT	553	553-3930	2007	CHEVROLET	SILVERADO C1500	Pickup
DOT30026	DOT30026	DOT	553	553-5110	2006	FORD	E-150	Van
DOT30027	DOT30027	DOT	553	553-6240	2006	FORD	E-250	Van
DOT30028	DOT30028	DOT	553	553-8380	2006	FORD	E-250	Van
DOT30030	DOT30030	DOT	553	553-1030	2006	FORD	E-350	Van
DOT30031	DOT30031	DOT	553	553-1920	2006	FORD	E-350	Van
DOT30034	DOT30034	DOT	553	553-6240	2006	FORD	E-250	Van
DOT30036	DOT30036	DOT	553	553-8310	2007	FORD	F-250	Pickup
DOT30041	DOT30041	DOT	553	553-2352	2007	FORD	F-350	Pickup
DOT30042	DOT30042	DOT	553	553-8491	2006	FORD	E-250	Van
DOT30045	DOT30045	DOT	553	553-8495	2006	FORD	E-150	Van
DOT30046	DOT30046	DOT	553	553-4001	2006	FORD	TAURUS	Sedan
DOT30048	DOT30048	DOT	553	553-9880	2006	FORD	E-150	Van
DOT30058	DOT30058	DOT	553	553-2970	2007	FORD	F-350	Pickup
DOT30061	DOT30061	DOT	553	553-8496	2007	FORD	E-250	Van
DOT30080	DOT30080	DOT	553	553-1940	1992	INTERNATIONAL	3800	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT30083	DOT30083	DOT	553	553-1910	1996	INTERNATIONAL	3600	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT30104	DOT30104	DOT	553	553-2931	2007	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30106	DOT30106	DOT	553	553-1900	2007	STERLING	LT 8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30107	DOT30107	DOT	553	553-1920	2007	STERLING	LT 8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30108	DOT30108	DOT	553	553-7980	2007	GRADALL	XL4100II	Excavator
DOT30121	DOT30121	DOT	553	553-1940	2006	STERLING	LT 8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30123	DOT30123	DOT	553	553-1910	2007	STERLING	LT 8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30126	DOT30126	DOT	553	553-3550	2007	FORD	EXPEDITION	SUV
DOT30132	DOT30132	DOT	553	553-6910	2007	DODGE	RAM 2500	Pickup
DOT30134	DOT30134	DOT	553	553-6900	2007	DODGE	RAM 2500	Pickup
DOT30142	DOT30142	DOT	553	553-4900	2007	STERLING	LT 8500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30143	DOT30143	DOT	553	553-4960	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30148	DOT30148	DOT	553	553-2090	2007	JEEP	LIBERTY	SUV
DOT30152	DOT30152	DOT	553	553-5941	2007	CHRYSLER	SEBRING	Sedan
DOT30175	DOT30175	DOT	553	553-2190	2007	JEEP	LIBERTY	Pickup
DOT30177	DOT30177	DOT	553	553-2160	2007	JEEP	LIBERTY	SUV
DOT30178	DOT30178	DOT	553	553-4960	2006	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30179	DOT30179	DOT	553	553-5941	2007	CHRYSLER	SEBRING	Sedan
DOT30180	DOT30180	DOT	553	553-5090	2007	CHRYSLER	SEBRING	Sedan
DOT30182	DOT30182	DOT	553	553-6910	2007	FORD	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30183	DOT30183	DOT	553	553-6900	2007	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30188	DOT30188	DOT	553	553-3930	2007	FORD	F-150	Pickup
DOT30189	DOT30189	DOT	553	553-6910	2007	FORD	LT 9500	Tractor
DOT30194	DOT30194	DOT	553	553-7961	2007	FORD	F-150	Pickup

DOT30199	DOT30199	DOT	553	553-3931	2000	ASPT	UNKNOWN	Trailer
DOT30225	DOT30225	DOT	553	553-1080	2007	FORD	F-150	Pickup
DOT30226	DOT30226	DOT	553	553-1100	2007	FORD	F-150	Pickup
DOT30227	DOT30227	DOT	553	553-4100	2007	FORD	F-150	Pickup
DOT30231	DOT30231	DOT	553	553-3931	2007	FORD	F-150	Pickup
DOT30232	DOT30232	DOT	553	553-8770	2007	CHEVROLET	IMPALA	Sedan
DOT30236	DOT30236	DOT	553	553-1910	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30238	DOT30238	DOT	553	553-4960	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30239	DOT30239	DOT	553	553-4960	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30240	DOT30240	DOT	553	553-4910	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30244	DOT30244	DOT	553	553-4900	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30245	DOT30245	DOT	553	553-4900	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30246	DOT30246	DOT	553	553-2300	2008	CHEVROLET	TAHOE	SUV
DOT30247	DOT30247	DOT	553	553-1910	2008	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30253	DOT30253	DOT	553	553-4910	2007	FORD	FOCUS	Sedan
DOT30254	DOT30254	DOT	553	553-4080	2007	FORD	FOCUS	Sedan
DOT30256	DOT30256	DOT	553	553-4090	2007	FORD	FOCUS	Sedan
DOT30257	DOT30257	DOT	553	553-7961	2007	CHEVROLET	IMPALA	Sedan
DOT30259	DOT30259	DOT	553	553-2140	2007	FORD	F-150	Pickup
DOT30264	DOT30264	DOT	553	553-2920	2007	FORD	F-150	Pickup
DOT30265	DOT30265	DOT	553	553-4901	2007	FORD	RANGER	Pickup
DOT30266	DOT30266	DOT	553	553-5190	2007	FORD	F-150	Pickup
DOT30268	DOT30268	DOT	553	553-8521	2007	DODGE	RAM 1500	Pickup
DOT30273	DOT30273	DOT	553	553-1180	2007	FORD	F-150	Pickup
DOT30274	DOT30274	DOT	553	553-2090	2007	FORD	RANGER	Pickup
DOT30275	DOT30275	DOT	553	553-2040	2007	CHEVROLET	IMPALA	Sedan
DOT30277	DOT30277	DOT	553	553-2931	2007	FORD	RANGER	Pickup
DOT30279	DOT30279	DOT	553	553-2971	2007	FORD	RANGER	Pickup
DOT30283	DOT30283	DOT	553	553-4630	2007	DODGE	DURANGO	SUV
DOT30286	DOT33467	DOT	553	553-2031	2007	CHEVROLET	IMPALA	Sedan
DOT30287	DOT30287	DOT	553	553-3140	2007	CHEVROLET	MALIBU	Sedan
DOT30289	DOT30289	DOT	553	553-4910	2007	DODGE	RAM 2500	Pickup
DOT30291	DOT30291	DOT	553	553-4190	2007	FORD	RANGER	Pickup
DOT30292	DOT30292	DOT	553	553-4960	2007	DODGE	RAM 2500	Pickup
DOT30293	DOT30293	DOT	553	553-8310	2007	FORD	E-250	Van
DOT30294	DOT30294	DOT	553	553-8496	2007	FORD	E-250	Van
DOT30295	DOT30295	DOT	553	553-8495	2007	FORD	E-250	Van
DOT30296	DOT30296	DOT	553	553-8492	2007	FORD	E-250	Van
DOT30297	DOT30297	DOT	553	553-8495	2007	FORD	E-250	Van
DOT30299	DOT30396	DOT	553	553-8496	2007	FORD	E-250	Van
DOT30303	DOT30303	DOT	553	553-9880	2007	CHEVROLET	IMPALA	Sedan
DOT30306	DOT30306	DOT	553	553-1130	2007	FORD	F-150	Pickup
DOT30307	DOT30307	DOT	553	553-4080	2007	FORD	FOCUS	Sedan
DOT30308	DOT30308	DOT	553	553-4911	2007	CHEVROLET	IMPALA	Sedan
DOT30309	DOT30309	DOT	553	553-4030	2007	CHEVROLET	IMPALA	Sedan
DOT30317	DOT30317	DOT	553	553-2620	2007	CHEVROLET	MALIBU	Sedan
DOT30319	DOT30319	DOT	553	553-2352	2007	FORD	F-150	Pickup
DOT30320	DOT30320	DOT	553	553-2090	2007	FORD	F-150	Pickup
DOT30321	DOT30321	DOT	553	553-1910	2007	FORD	F-150	Pickup
DOT30323	DOT30323	DOT	553	553-1190	2007	FORD	F-150	Pickup
DOT30326	DOT30326	DOT	553	553-8497	2007	FORD	F-150	Pickup
DOT30327	DOT30327	DOT	553	553-4960	2007	DODGE	RAM 2500	Pickup
DOT30333	DOT30333	DOT	553	553-2961	2008	FORD	F-350	Pickup
DOT30336	DOT30336	DOT	553	553-2300	2007	CHEVROLET	MALIBU	Sedan
DOT30337	DOT30337	DOT	553	553-3080	2007	DODGE	RAM 1500	Pickup
DOT30338	DOT30338	DOT	553	553-4910	2007	FORD	E-350	Van
DOT30340	DOT30340	DOT	553	553-4901	2007	FORD	E-150	Van
DOT30341	DOT30341	DOT	553	553-4910	2007	FORD	E-150	Van
DOT30342	DOT30342	DOT	553	553-4961	2007	FORD	RANGER	Pickup
DOT30343	DOT30343	DOT	553	553-4901	2008	FORD	F-250	Pickup
DOT30354	DOT30354	DOT	553	553-2912	2008	DODGE	RAM 2500	Pickup

DOT30355	DOT30355	DOT	553	553-2190	2008	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30360	DOT30360	DOT	553	553-9880	2008	INTERNATIONAL	5900I	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30361	DOT30361	DOT	553	553-9880	2008	INTERNATIONAL	5900I	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30363	DOT30363	DOT	553	553-8539	2007	CHEVROLET	MALIBU	Sedan
DOT30364	DOT30364	DOT	553	553-2962	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30365	DOT30365	DOT	553	553-2380	2008	FORD	F-250	Pickup
DOT30366	DOT30366	DOT	553	553-2961	2008	FORD	F-350	Pickup
DOT30367	DOT30367	DOT	553	553-4030	2007	CHEVROLET	IMPALA	Sedan
DOT30369	DOT30369	DOT	553	553-3951	2007	FORD	E-350	Van
DOT30370	DOT30370	DOT	553	553-2931	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30393	DOT30393	DOT	553	553-4911	2008	FORD	E-150	Van
DOT30417	DOT30417	DOT	553	553-1190	2008	FORD	F-350	Pickup
DOT30419	DOT30419	DOT	553	553-2510	2008	FORD	FOCUS	Sedan
DOT30420	DOT30420	DOT	553	553-6060	2008	FORD	RANGER	Pickup
DOT30422	DOT30422	DOT	553	553-6810	2008	FORD	RANGER	Pickup
DOT30423	DOT30423	DOT	553	553-6690	2008	FORD	RANGER	Pickup
DOT30424	DOT30424	DOT	553	553-4900	2008	FORD	F-150	Pickup
DOT30427	DOT30427	DOT	553	553-3190	2008	FORD	F-150	Pickup
DOT30430	DOT30430	DOT	553	553-4901	2008	FORD	RANGER	Pickup
DOT30432	DOT30432	DOT	553	553-3590	2008	FORD	F-150	Pickup
DOT30433	DOT30433	DOT	553	553-3190	2008	FORD	F-150	Pickup
DOT30434	DOT30434	DOT	553	553-3100	2008	FORD	F-150	Pickup
DOT30435	DOT30435	DOT	553	553-2352	2008	FORD	F-150	Pickup
DOT30437	DOT30437	DOT	553	553-4190	2008	FORD	F-150	Pickup
DOT30439	DOT30439	DOT	553	553-4961	2008	FORD	FOCUS	Sedan
DOT30440	DOT30440	DOT	553	553-2931	2008	FORD	F-150	Pickup
DOT30442	DOT30442	DOT	553	553-2970	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30443	DOT30443	DOT	553	553-2971	2008	FORD	F-150	Pickup
DOT30446	DOT30446	DOT	553	553-3140	2008	FORD	F-150	Pickup
DOT30448	DOT30448	DOT	553	553-3010	2008	CHEVROLET	IMPALA	Sedan
DOT30451	DOT30451	DOT	553	553-7980	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30452	DOT30452	DOT	553	553-9480	2016	CHEVROLET	TAHOE	SUV
DOT30453	DOT30453	DOT	553	553-5920	2016	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT30454	DOT30454	DOT	553	553-5920	2016	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT30460	DOT30460	DOT	553	553-4630	2016	RAM	PROMASTER CITY	Van
DOT30461	DOT30461	DOT	553	553-8960	2016	JEEP	PATRIOT	SUV
DOT30462	DOT30462	DOT	553	553-2912	2016	RAM	5500	Medium Duty (14001-26000 Lbs. GVWR)
DOT30465	DOT30465	DOT	553	553-3381	2016	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT30466	DOT30466	DOT	553	553-7960	2016	FORD	TRANSIT T-350	Van
DOT30467	DOT30467	DOT	553	553-8200	2016	CHEVROLET	SILVERADO C2500	Pickup
DOT30472	DOT30472	DOT	553	553-6910	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT30473	DOT30473	DOT	553	553-2970	2017	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30474	DOT30474	DOT	553	553-7960	2016	BIG TEX TRAILERS	UNKNOWN	Trailer
DOT30475	DOT30475	DOT	553	553-4381	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT30476	DOT30476	DOT	553	553-4901	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT30479	DOT30479	DOT	553	553-9700	2009	CHEVROLET	C4500	Medium Duty Bus (14001-26000 Lbs. GVWR)
DOT30481	DOT30481	DOT	553	553-1190	2016	FORD	FUSION	Sedan
DOT30489	DOT30489	DOT	553	553-2963	2016	RAM	1500	Pickup
DOT30493	DOT30493	DOT	553	553-8530	2016	FORD	FUSION	Sedan

DOT30494	DOT30494	DOT	553	553-8028	2016	FORD	FUSION	Sedan
DOT30495	DOT30495	DOT	553	553-8497	2016	FORD	FUSION	Sedan
DOT30496	DOT30496	DOT	553	553-2930	2017	FORD	F-150	Pickup
DOT30498	DOT30498	DOT	553	553-2920	2017	FORD	F-150	Pickup
DOT30500	DOT30500	DOT	553	553-2971	2017	FORD	F-150	Pickup
DOT30501	DOT30501	DOT	553	553-2971	2017	FORD	F-150	Pickup
DOT30502	DOT30502	DOT	553	553-4030	2017	DODGE	GRAND CARAVAN	Van
DOT30503	DOT30503	DOT	553	553-1190	2017	FORD	FOCUS	Sedan
DOT30504	DOT30504	DOT	553	553-1180	2017	FORD	FOCUS	Sedan
DOT30505	DOT30505	DOT	553	553-2090	2017	FORD	F-150	Pickup
DOT30506	DOT30506	DOT	553	553-2620	2017	FORD	F-150	Pickup
DOT30508	DOT30508	DOT	553	553-2911	2017	RAM	5500	Medium Duty (14001-26000 Lbs. GVWR)
DOT30510	DOT30510	DOT	553	553-2921	2017	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30511	DOT32085	DOT	553	553-8010	2016	JEEP	PATRIOT	SUV
DOT30512	DOT30512	DOT	553	553-9950	2014	TRITON TRAILERS	W-120SB	Generator
DOT30513	DOT30513	DOT	553	553-1080	2017	GMC	TERRAIN	SUV
DOT30514	DOT30514	DOT	553	553-2590	2017	RAM	2500	Pickup
DOT30515	DOT30515	DOT	553	553-2590	2017	RAM	2500	Pickup
DOT30516	DOT30516	DOT	553	553-5950	2017	CHEVROLET	SILVERADO K1500	Pickup
DOT30517	DOT30517	DOT	553	553-2912	2017	RAM	2500	Pickup
DOT30518	DOT30518	DOT	553	553-3100	2017	FORD	TAURUS	Sedan
DOT30519	DOT30519	DOT	553	553-3140	2017	FORD	TAURUS	Sedan
DOT30520	DOT30520	DOT	553	553-3080	2017	FORD	TAURUS	Sedan
DOT30521	DOT30521	DOT	553	553-8530	2017	FORD	ESCAPE	Sedan
DOT30522	DOT30522	DOT	553	553-8540	2017	FORD	ESCAPE	Sedan
DOT30523	DOT30523	DOT	553	553-3290	2017	CHEVROLET	SILVERADO K1500	Pickup
DOT30524	DOT30524	DOT	553	553-3930	2017	CHEVROLET	SILVERADO K1500	Pickup
DOT30525	DOT30525	DOT	553	553-4030	2017	NISSAN	FRONTIER	Pickup
DOT30526	DOT30526	DOT	553	553-4120	2017	CHEVROLET	SILVERADO 2500HD	Pickup
DOT30527	DOT30527	DOT	553	553-4961	2017	CHEVROLET	SILVERADO 2500HD	Pickup
DOT30528	DOT30528	DOT	553	553-4901	2017	CHEVROLET	SILVERADO 2500HD	Pickup
DOT30529	DOT30529	DOT	553	553-4080	2017	CHEVROLET	SILVERADO K1500	Pickup
DOT30530	DOT30530	DOT	553	553-4100	2017	CHEVROLET	SILVERADO K1500	Pickup
DOT30531	DOT30531	DOT	553	553-6900	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30532	DOT30532	DOT	553	553-6900	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30533	DOT30533	DOT	553	553-6900	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30534	DOT30534	DOT	553	553-6690	2017	CHEVROLET	SILVERADO K1500	Pickup
DOT30535	DOT30535	DOT	553	553-6910	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30536	DOT30536	DOT	553	553-3950	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30537	DOT30537	DOT	553	553-1100	2017	GMC	SIERRA C1500	Pickup
DOT30538	DOT30538	DOT	553	553-4961	2017	CHEVROLET	SILVERADO 2500HD	Pickup
DOT30539	30539	DOT	553	553-6910	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30540	30540	DOT	553	553-6210	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30541	DOT30541	DOT	553	553-8200	2017	DODGE	GRAND CARAVAN	Van
DOT30542	DOT30542	DOT	553	553-8018	2017	FORD	ESCAPE	Sedan
DOT30543	DOT30543	DOT	553	553-8310	2017	FORD	ESCAPE	Sedan
DOT30544	DOT30544	DOT	553	553-8460	2017	FORD	ESCAPE	Sedan
DOT30545	DOT30545	DOT	553	553-8494	2017	FORD	F-150	Pickup
DOT30546	DOT30546	DOT	553	553-8495	2017	FORD	F-150	Pickup
DOT30547	DOT30547	DOT	553	553-4190	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30548	DOT30548	DOT	553	553-4190	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30549	DOT30549	DOT	553	553-4901	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30550	DOT30550	DOT	553	553-4901	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30551	DOT30551	DOT	553	553-4080	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30552	DOT30552	DOT	553	553-7960	2008	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT30554	DOT30554	DOT	553	553-3921	2008	FORD	F-150	Pickup
DOT30556	DOT30556	DOT	553	553-3140	2008	FORD	F-150	Pickup
DOT30557	DOT30557	DOT	553	553-4030	2008	CHEVROLET	IMPALA	Sedan

DOT30559	DOT30559	DOT	553	553-4911	2008	CHEVROLET	IMPALA	Sedan
DOT30560	DOT30560	DOT	553	553-2380	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30561	DOT30561	DOT	553	553-2931	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30565	DOT30565	DOT	553	553-4911	2008	FORD	F-150	Pickup
DOT30566	DOT30566	DOT	553	553-8530	2008	FORD	FOCUS	Sedan
DOT30584	DOT30584	DOT	553	553-6900	2008	FORD	F-150	Pickup
DOT30585	DOT30585	DOT	553	553-6900	2008	FORD	F-150	Pickup
DOT30586	DOT30586	DOT	553	553-5620	2008	FORD	F-150	Pickup
DOT30587	DOT30587	DOT	553	553-5190	2008	FORD	F-150	Pickup
DOT30589	DOT30589	DOT	553	553-5130	2008	FORD	F-150	Pickup
DOT30590	DOT30590	DOT	553	553-5110	2008	FORD	F-150	Pickup
DOT30591	DOT30591	DOT	553	553-5190	2008	FORD	F-150	Pickup
DOT30592	DOT30592	DOT	553	553-5941	2008	FORD	F-150	Pickup
DOT30593	DOT30593	DOT	553	553-5090	2008	FORD	F-150	Pickup
DOT30594	DOT30594	DOT	553	553-5210	2008	CHEVROLET	IMPALA	Sedan
DOT30595	DOT30595	DOT	553	553-5620	2008	CHEVROLET	IMPALA	Sedan
DOT30596	DOT30596	DOT	553	553-5620	2008	CHEVROLET	IMPALA	Sedan
DOT30598	DOT30598	DOT	553	553-6910	2008	FORD	F-250	Pickup
DOT30599	DOT30599	DOT	553	553-6910	2008	FORD	F-150	Pickup
DOT30600	DOT30600	DOT	553	553-6060	2008	FORD	F-150	Pickup
DOT30609	DOT30609	DOT	553	553-3620	2008	CHEVROLET	IMPALA	Sedan
DOT30610	DOT30610	DOT	553	553-3520	2008	CHEVROLET	IMPALA	Sedan
DOT30611	DOT30611	DOT	553	553-3550	2008	CHEVROLET	IMPALA	Sedan
DOT30612	DOT30612	DOT	553	553-3040	2008	CHEVROLET	IMPALA	Sedan
DOT30613	DOT30613	DOT	553	553-3590	2008	CHEVROLET	IMPALA	Sedan
DOT30623	DOT30623	DOT	553	553-6380	2008	FORD	EXPEDITION	SUV
DOT30626	DOT30626	DOT	553	553-1910	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30631	DOT30631	DOT	553	553-1900	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30636	DOT30636	DOT	553	553-8960	2008	CHEVROLET	IMPALA	Sedan
DOT30638	DOT30638	DOT	553	553-8494	2008	CHEVROLET	IMPALA	Sedan
DOT30642	DOT30642	DOT	553	553-8540	2008	CHEVROLET	IMPALA	Sedan
DOT30645	DOT30645	DOT	553	553-8310	2008	CHEVROLET	IMPALA	Sedan
DOT30646	DOT30646	DOT	553	553-8550	2008	CHEVROLET	IMPALA	Sedan
DOT30648	DOT30648	DOT	553	553-7100	2008	CHEVROLET	IMPALA	Sedan
DOT30649	DOT30649	DOT	553	553-8493	2008	CHEVROLET	IMPALA	Sedan
DOT30651	DOT30651	DOT	553	553-3901	2008	FORD	F-350	Pickup
DOT30652	DOT30652	DOT	553	553-4120	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30653	DOT30653	DOT	553	553-4911	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30654	DOT30654	DOT	553	553-4120	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30655	DOT30655	DOT	553	553-4120	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30656	DOT30656	DOT	553	553-4090	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30657	DOT30657	DOT	553	553-4090	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30658	DOT30658	DOT	553	553-2190	2017	RAM	1500	Pickup
DOT30659	DOT30659	DOT	553	553-4961	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30660	DOT30660	DOT	553	553-1190	2017	FORD	F-150	Pickup
DOT30661	DOT30661	DOT	553	553-1180	2017	FORD	F-150	Pickup
DOT30662	DOT30662	DOT	553	553-1900	2017	FORD	F-150	Pickup
DOT30663	DOT30663	DOT	553	553-7961	2017	CHEVROLET	SILVERADO 2500HD	Pickup
DOT30664	DOT30664	DOT	553	553-7961	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30665	DOT30665	DOT	553	553-2190	2017	JEEP	CHEROKEE	SUV
DOT30666	DOT30666	DOT	553	553-7991	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30667	DOT30667	DOT	553	553-8200	2017	FORD	TRANSIT T-150	Van
DOT30668	DOT30668	DOT	553	553-4520	2017	FORD	F-350	Chassis Cab (<= 10000 Lbs. GVWR)
DOT30669	DOT30669	DOT	553	553-2921	2017	RAM	5500	Medium Duty (14001-26000 Lbs. GVWR)
DOT30670	DOT30670	DOT	553	553-1030	2017	TOYOTA	COROLLA	Sedan
DOT30671	DOT30671	DOT	553	553-5950	2017	RAM	3500	Chassis Cab (<= 10000 Lbs. GVWR)

DOT30672	DOT30672	DOT	553	553-3930	2017	RAM	1500	Pickup
DOT30673	DOT30673	DOT	553	553-3930	2017	RAM	1500	Pickup
DOT30674	DOT30674	DOT	553	553-2913	2017	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30675	DOT30675	DOT	553	553-7961	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30676	DOT30676	DOT	553	553-7961	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30677	DOT30677	DOT	553	553-3920	2017	FORD	F-250	Pickup
DOT30678	DOT30678	DOT	553	553-8200	2017	FORD	TRANSIT T-150	Van
DOT30679	DOT30679	DOT	553	553-6060	2017	FORD	ESCAPE	SUV
DOT30680	DOT30680	DOT	553	553-3190	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30681	DOT30681	DOT	553	553-3920	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30682	DOT30682	DOT	553	553-3901	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30683	DOT30683	DOT	553	553-3060	2017	CHEVROLET	SILVERADO C1500	Pickup
DOT30684	DOT30684	DOT	553	553-5940	2017	FORD	F-250	Pickup
DOT30685	DOT30685	DOT	553	553-5940	2017	FORD	F-250	Pickup
DOT30686	DOT30686	DOT	553	553-2922	2017	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30687	DOT30687	DOT	553	553-7380	2017	JEEP	CHEROKEE	SUV
DOT30688	DOT30688	DOT	553	553-4030	2017	FORD	FUSION	Sedan
DOT30689	DOT30689	DOT	553	553-4030	2017	FORD	FUSION	Sedan
DOT30690	DOT30690	DOT	553	553-2351	2017	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30691	DOT30691	DOT	553	553-2351	2017	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30694	DOT30694	DOT	553	553-3900	2017	FORD	F-150	Pickup
DOT30695	DOT30695	DOT	553	553-5140	2017	FORD	FUSION	Sedan
DOT30696	DOT30696	DOT	553	553-5901	2017	FORD	FUSION	Sedan
DOT30697	DOT30697	DOT	553	553-3130	2017	RAM	1500	Pickup
DOT30698	DOT30698	DOT	553	553-5901	2017	FORD	FUSION	Sedan
DOT30701	DOT30701	DOT	553	553-3901	2018	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30702	DOT30702	DOT	553	553-6690	2017	FORD	F-250	Pickup
DOT30703	DOT30703	DOT	553	553-3931	2017	FORD	F-350	Chassis Cab (<= 10000 Lbs. GVWR)
DOT30704	DOT30704	DOT	553	553-5930	2017	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30705	DOT30705	DOT	553	553-8200	2017	FORD	F-250	Pickup
DOT30706	DOT30706	DOT	553	553-3590	2017	RAM	2500	Pickup
DOT30707	DOT30707	DOT	553	553-8200	2017	FORD	F-250	Pickup
DOT30708	DOT30708	DOT	553	553-5109	2017	FORD	FOCUS	Sedan
DOT30709	DOT30709	DOT	553	553-5060	2017	FORD	FOCUS	Sedan
DOT30710	DOT30710	DOT	553	553-5111	2017	FORD	FOCUS	Sedan
DOT30711	DOT30711	DOT	553	553-5111	2017	FORD	FOCUS	Sedan
DOT30712	DOT30712	DOT	553	553-5109	2017	FORD	FOCUS	Sedan
DOT30713	DOT30713	DOT	553	553-5110	2017	FORD	FOCUS	Sedan
DOT30714	DOT30714	DOT	553	553-5931	2017	FORD	FOCUS	Sedan
DOT30715	DOT30715	DOT	553	553-5109	2017	FORD	FOCUS	Sedan
DOT30717	DOT30717	DOT	553	553-6910	2017	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30718	DOT30718	DOT	553	553-7980	2018	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30719	DOT30719	DOT	553	553-7980	2018	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30721	DOT30721	DOT	553	553-5921	2017	DODGE	JOURNEY	SUV
DOT30722	DOT30722	DOT	553	553-5911	2017	DODGE	JOURNEY	SUV
DOT30723	DOT30723	DOT	553	553-5230	2017	DODGE	JOURNEY	SUV
DOT30724	DOT30724	DOT	553	553-1920	2017	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30725	DOT30725	DOT	553	553-1900	2017	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30726	DOT30726	DOT	553	553-7980	2017	RAM	5500	Medium Duty (14001-26000 Lbs. GVWR)

DOT30727	DOT30727	DOT	553	553-6690	2018	FORD	FUSION	Sedan
DOT30728	DOT30728	DOT	553	553-6690	2018	FORD	FUSION	Sedan
DOT30729	DOT30729	DOT	553	553-3930	2017	FORD	F-150	Pickup
DOT30730	DOT30730	DOT	553	553-6690	2018	FORD	FUSION	Sedan
DOT30732	DOT30732	DOT	553	553-4090	2018	RAM	1500	Pickup
DOT30733	DOT30733	DOT	553	553-4380	2018	RAM	1500	Pickup
DOT30735	DOT30735	DOT	553	553-9900	2018	CHEVROLET	SUBURBAN K1500	SUV
DOT30736	DOT30736	DOT	553	553-2010	2018	DODGE	JOURNEY	SUV
DOT30737	DOT30737	DOT	553	553-2920	2018	RAM	1500	Pickup
DOT30738	DOT30738	DOT	553	553-2620	2018	RAM	1500	Pickup
DOT30739	DOT30739	DOT	553	553-3100	2018	RAM	1500	Pickup
DOT30740	DOT30740	DOT	553	553-3950	2018	RAM	1500	Pickup
DOT30741	DOT30741	DOT	553	553-1100	2018	DODGE	CARAVAN	Van
DOT30742	DOT30742	DOT	553	553-2381	2018	FORD	FUSION	Sedan
DOT30743	DOT30743	DOT	553	553-3190	2018	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT30744	DOT30744	DOT	553	553-3931	2018	FORD	F-150	Pickup
DOT30745	DOT30745	DOT	553	553-3910	2018	FORD	F-150	Pickup
DOT30746	DOT30746	DOT	553	553-3900	2018	RAM	1500	Pickup
DOT30747	DOT30747	DOT	553	553-3950	2018	RAM	1500	Pickup
DOT30749	DOT30749	DOT	553	553-4120	2018	RAM	1500	Pickup
DOT30750	DOT30750	DOT	553	553-4120	2018	RAM	1500	Pickup
DOT30751	DOT30751	DOT	553	553-4911	2018	RAM	1500	Pickup
DOT30756	DOT30756	DOT	553	553-1940	2007	VERMEER	BC1500	Chipper
DOT30757	DOT30757	DOT	553	553-2810	2008	DODGE	RAM 1500	Pickup
DOT30758	DOT30758	DOT	553	553-2910	2008	DODGE	RAM 1500	Pickup
DOT30759	DOT30759	DOT	553	553-2910	2008	DODGE	RAM 1500	Pickup
DOT30760	DOT30760	DOT	553	553-2930	2008	DODGE	RAM 1500	Pickup
DOT30761	DOT30761	DOT	553	553-2160	2008	DODGE	RAM 1500	Pickup
DOT30762	DOT30762	DOT	553	553-2500	2008	CHEVROLET	TAHOE	SUV
DOT30763	DOT30763	DOT	553	553-2920	2008	MERCURY	GRAND MARQUIS	Sedan
DOT30764	DOT30764	DOT	553	553-7980	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30765	DOT30765	DOT	553	553-7980	2008	WANCO	WTSP	Arrow Board
DOT30766	DOT30766	DOT	553	553-7960	2008	WANCO	WTSP	Arrow Board
DOT30769	DOT30769	DOT	553	553-7980	2008	WANCO	WTSP	Arrow Board
DOT30771	DOT30771	DOT	553	553-7980	2008	WANCO	WTSP	Arrow Board
DOT30773	DOT30773	DOT	553	553-1910	2008	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30774	DOT30774	DOT	553	553-1940	2008	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30776	DOT30776	DOT	553	553-5911	2008	FORD	F-150	Pickup
DOT30779	DOT30779	DOT	553	553-1150	2008	FORD	F-150	Pickup
DOT30782	DOT30782	DOT	553	553-7981	2008	FORD	F-150	Pickup
DOT30786	DOT30786	DOT	553	553-2910	2008	DODGE	RAM 1500	Pickup
DOT30787	DOT30787	DOT	553	553-5090	2008	FORD	F-150	Pickup
DOT30789	DOT30789	DOT	553	553-1910	2008	FORD	F-250	Pickup
DOT30792	DOT30792	DOT	553	553-5911	2008	CHEVROLET	IMPALA	Sedan
DOT30793	DOT30793	DOT	553	553-5951	2008	CHEVROLET	IMPALA	Sedan
DOT30794	DOT30794	DOT	553	553-5030	2008	CHEVROLET	IMPALA	Sedan
DOT30795	DOT30795	DOT	553	553-5921	2008	FORD	F-150	Pickup
DOT30796	DOT30796	DOT	553	553-5620	2008	FORD	F-150	Pickup
DOT30797	DOT30797	DOT	553	553-7961	2008	FORD	FOCUS	Sedan
DOT30798	DOT30798	DOT	553	553-7961	2008	FORD	FOCUS	Sedan
DOT30799	DOT30799	DOT	553	553-7991	2008	FORD	F-150	Pickup
DOT30800	DOT30800	DOT	553	553-7960	2008	FORD	F-150	Pickup
DOT30801	DOT30801	DOT	553	553-7991	2008	FORD	F-150	Pickup
DOT30802	DOT30802	DOT	553	553-1910	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30803	DOT30803	DOT	553	553-1940	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30804	DOT30804	DOT	553	553-1620	2008	FORD	F-150	Pickup
DOT30805	DOT30805	DOT	553	553-1620	2008	FORD	F-150	Pickup
DOT30808	DOT30808	DOT	553	553-8496	2008	FORD	E-150	Van
DOT30809	DOT30809	DOT	553	553-8492	2008	FORD	E-150	Van
DOT30810	DOT30810	DOT	553	553-8497	2008	FORD	E-150	Van
DOT30811	DOT30811	DOT	553	553-8492	2008	FORD	E-150	Van

DOT30812	DOT30812	DOT	553	553-8492	2008	FORD	E-150	Van
DOT30813	DOT30813	DOT	553	553-8495	2008	FORD	E-150	Van
DOT30814	DOT30814	DOT	553	553-8539	2008	FORD	E-150	Van
DOT30815	DOT30815	DOT	553	553-8491	2008	FORD	E-150	Van
DOT30820	DOT30820	DOT	553	553-9950	2008	CHEVROLET	IMPALA	Sedan
DOT30823	DOT30823	DOT	553	553-5900	2008	FORD	F-350	Pickup
DOT30825	DOT30825	DOT	553	553-5920	2008	FORD	F-350	Pickup
DOT30826	DOT30826	DOT	553	553-5930	2008	FORD	F-250	Pickup
DOT30828	DOT30828	DOT	553	553-5940	2008	FORD	F-250	Pickup
DOT30829	DOT30829	DOT	553	553-5111	2008	CHEVROLET	IMPALA	Sedan
DOT30830	DOT30830	DOT	553	553-7380	2008	FORD	F-150	Pickup
DOT30831	DOT30831	DOT	553	553-7961	2008	FORD	E-150	Van
DOT30832	DOT30832	DOT	553	553-7960	2008	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30833	DOT30833	DOT	553	553-7100	2008	CHEVROLET	IMPALA	Sedan
DOT30834	DOT30834	DOT	553	553-7961	2008	FORD	F-150	Pickup
DOT30835	DOT30835	DOT	553	553-8495	2008	FORD	E-250	Van
DOT30836	DOT30836	DOT	553	553-8496	2008	FORD	E-250	Van
DOT30844	DOT30844	DOT	553	553-3290	2008	CHEVROLET	IMPALA	Sedan
DOT30846	DOT30846	DOT	553	553-5900	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30851	DOT30851	DOT	553	553-2380	2008	AMERICAN SIGNAL	UNKNOWN	Portable Message Board
DOT30853	DOT30853	DOT	553	553-2970	2008	FORD	F-250	Pickup
DOT30855	DOT33193	DOT	553	553-6900	2008	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30858	DOT30858	DOT	553	553-6910	2008	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30859	DOT30859	DOT	553	553-6900	2008	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30860	DOT30860	DOT	553	553-7980	2007	VERMEER	BC1500	Chipper
DOT30862	DOT30862	DOT	553	553-2921	2008	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30864	DOT30864	DOT	553	553-3050	2008	FORD	F-350	Pickup
DOT30865	DOT30865	DOT	553	553-4910	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30870	DOT30870	DOT	553	553-2931	2008	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30871	DOT30871	DOT	553	553-7960	2008	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30872	DOT30872	DOT	553	553-2100	2008	FORD	F-250	Pickup
DOT30873	DOT30873	DOT	553	553-2970	2008	IMPERIAL TRAILER	EQ7207T	Trailer
DOT30874	DOT30874	DOT	553	553-3951	2008	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30876	DOT30876	DOT	553	553-1940	1991	INTERNATIONAL	3800	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT30877	DOT30877	DOT	553	553-4960	1990	INTERNATIONAL	3800	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT30880	DOT30880	DOT	553	553-1150	2008	FORD	F-150	Pickup
DOT30881	DOT30881	DOT	553	553-1940	2008	FORD	F-150	Pickup
DOT30885	DOT30885	DOT	553	553-1180	2008	FORD	F-150	Pickup
DOT30888	DOT30888	DOT	553	553-1150	2008	FORD	F-150	Pickup
DOT30891	DOT30891	DOT	553	553-1900	2008	FORD	F-150	Pickup
DOT30892	DOT30892	DOT	553	553-1180	2008	FORD	F-150	Pickup
DOT30897	DOT30897	DOT	553	553-1900	2008	FORD	F-150	Pickup
DOT30898	DOT30898	DOT	553	553-1620	2008	FORD	EXPLORER	SUV
DOT30899	DOT30899	DOT	553	553-1180	2008	FORD	F-150	Pickup
DOT30902	DOT30902	DOT	553	553-1130	2008	FORD	F-150	Pickup
DOT30909	DOT30909	DOT	553	553-2351	2008	FORD	F-150	Pickup
DOT30910	DOT30910	DOT	553	553-2620	2008	DODGE	RAM 1500	Pickup
DOT30912	DOT30912	DOT	553	553-2930	2008	FORD	F-150	Pickup
DOT30914	DOT30914	DOT	553	553-2970	2008	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT30915	DOT30915	DOT	553	553-2160	2008	CHEVROLET	TAHOE	SUV

DOT30917	DOT30917	DOT	553	553-2920	2008	DODGE	RAM 1500	Pickup
DOT30918	DOT32187	DOT	553	553-2970	2008	FORD	F-150	Pickup
DOT30919	DOT30919	DOT	553	553-2100	2008	DODGE	RAM 1500	Pickup
DOT30957	DOT30957	DOT	553	553-7991	2008	FORD	F-150	Pickup
DOT30967	DOT30967	DOT	553	553-8491	2009	FORD	E-150	Van
DOT30974	DOT30974	DOT	553	553-5090	2009	FORD	F-150	Pickup
DOT30975	DOT30975	DOT	553	553-5941	2009	FORD	F-150	Pickup
DOT30976	DOT30976	DOT	553	553-5941	2009	FORD	F-150	Pickup
DOT30977	DOT30977	DOT	553	553-5940	2009	FORD	F-150	Pickup
DOT30979	DOT30979	DOT	553	553-1030	2009	FORD	FOCUS	Sedan
DOT30980	DOT30980	DOT	553	553-3920	2009	GMC	SIERRA C1500	Pickup
DOT30981	DOT30981	DOT	553	553-3950	2009	GMC	SIERRA C1500	Pickup
DOT30982	DOT30982	DOT	553	553-3100	2009	GMC	SIERRA C1500	Pickup
DOT30987	DOT30987	DOT	553	553-3931	2009	GMC	SIERRA C1500	Pickup
DOT30988	DOT30988	DOT	553	553-3060	2009	GMC	SIERRA C1500	Pickup
DOT30989	DOT30989	DOT	553	553-5900	2009	FORD	F-350	Pickup
DOT30990	DOT30990	DOT	553	553-5900	2009	FORD	F-350	Pickup
DOT30991	DOT30991	DOT	553	553-2920	2009	FORD	F-250	Pickup
DOT30992	DOT30992	DOT	553	553-2190	2009	FORD	ESCAPE	Pickup
DOT30994	DOT30994	DOT	553	553-2060	2009	FORD	EXPLORER	SUV
DOT30995	DOT30995	DOT	553	553-5950	2009	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT30997	DOT30997	DOT	553	553-8521	2009	FORD	F-150	Pickup
DOT30999	DOT30999	DOT	553	553-2970	2009	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31000	DOT31000	DOT	553	553-2912	2009	FORD	F-350	Pickup
DOT31001	DOT31001	DOT	553	553-5001	2009	FORD	ESCAPE	SUV
DOT31002	DOT31002	DOT	553	553-8319	2009	CHEVROLET	IMPALA	Sedan
DOT31005	DOT31005	DOT	553	553-8570	2009	FORD	ESCAPE	SUV
DOT31007	DOT31007	DOT	553	553-8491	2009	FORD	ESCAPE	SUV
DOT31008	DOT31008	DOT	553	553-4001	2009	CHEVROLET	IMPALA	Sedan
DOT31012	DOT32699	DOT	553	553-2962	2009	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31013	DOT31013	DOT	553	553-2963	2009	FORD	F-150	Pickup
DOT31014	DOT33681	DOT	553	553-8497	2009	FORD	ESCAPE	SUV
DOT31015	DOT31015	DOT	553	553-4001	2009	CHEVROLET	IMPALA	Sedan
DOT31019	DOT31019	DOT	553	553-3931	2009	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31023	DOT32564	DOT	553	553-2970	2009	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31026	DOT31026	DOT	553	553-3931	2009	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31027	DOT31027	DOT	553	553-3921	2009	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31031	DOT31031	DOT	553	553-3951	2007	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31032	DOT31032	DOT	553	553-6910	2009	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31036	DOT31036	DOT	553	553-4900	2009	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31037	DOT31037	DOT	553	553-4910	2009	STERLING	LT 7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31040	DOT31040	DOT	553	553-7960	2009	FORD	F-250	Pickup
DOT31041	DOT31041	DOT	553	553-7960	2009	FORD	F-250	Pickup
DOT31042	DOT31042	DOT	553	553-7960	2009	FORD	F-250	Pickup
DOT31043	DOT31043	DOT	553	553-2020	2009	FORD	E-150	Van
DOT31045	DOT31045	DOT	553	553-8200	2009	FORD	E-150	Van
DOT31046	DOT31046	DOT	553	553-8200	2009	FORD	F-350	Pickup
DOT31047	DOT31047	DOT	553	553-3921	2010	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31048	DOT31048	DOT	553	553-6900	2010	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31049	DOT31049	DOT	553	553-6900	2010	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31050	DOT31050	DOT	553	553-4090	2009	FORD	F-150	Pickup

DOT31053	DOT31053	DOT	553	553-2810	2009	FORD	F-350	Pickup
DOT31054	DOT31054	DOT	553	553-2620	2009	FORD	F-150	Pickup
DOT31055	DOT31055	DOT	553	553-2921	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31056	DOT31056	DOT	553	553-2921	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31057	DOT31057	DOT	553	553-2010	2009	FORD	F-150	Pickup
DOT31058	DOT31058	DOT	553	553-2360	2009	FORD	F-350	Pickup
DOT31059	DOT31059	DOT	553	553-2530	2009	FORD	EXPLORER	SUV
DOT31061	DOT31061	DOT	553	553-3620	2009	GMC	SIERRA C1500	Pickup
DOT31062	DOT31062	DOT	553	553-5951	2009	FORD	F-150	Pickup
DOT31067	DOT31067	DOT	553	553-1150	2009	FORD	F-150	Pickup
DOT31069	DOT31069	DOT	553	553-3951	2009	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31070	DOT31070	DOT	553	553-2911	2009	STERLING	LT 9500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31073	DOT31073	DOT	553	553-2080	2009	FORD	RANGER	Pickup
DOT31075	DOT31075	DOT	553	553-6910	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31076	DOT31076	DOT	553	553-1900	2009	FORD	F-150	Pickup
DOT31079	DOT31079	DOT	553	553-5931	2009	FORD	F-150	Pickup
DOT31083	DOT31083	DOT	553	553-4360	2010	INTERNATIONAL	4200	Medium Duty (14001-26000 Lbs. GVWR)
DOT31084	DOT31084	DOT	553	553-5910	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31085	DOT31085	DOT	553	553-5910	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31086	DOT31086	DOT	553	553-5910	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31087	DOT31087	DOT	553	553-4910	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31088	DOT31088	DOT	553	553-4960	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31089	DOT31089	DOT	553	553-4910	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31090	DOT31090	DOT	553	553-4910	2009	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31098	DOT31098	DOT	553	553-5940	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31099	DOT31099	DOT	553	553-5940	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31100	DOT31100	DOT	553	553-5920	2009	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31102	DOT31102	DOT	553	553-1150	2009	FORD	FOCUS	Sedan
DOT31103	DOT31103	DOT	553	553-1150	2009	FORD	FOCUS	Sedan
DOT31104	DOT31104	DOT	553	553-1150	2009	FORD	FOCUS	Sedan
DOT31106	DOT31106	DOT	553	553-5150	2009	FORD	F-150	Pickup
DOT31107	DOT31107	DOT	553	553-1100	2009	CHEVROLET	IMPALA	Sedan
DOT31108	DOT31108	DOT	553	553-1100	2009	CHEVROLET	IMPALA	Sedan
DOT31109	DOT31109	DOT	553	553-1180	2009	FORD	F-350	Pickup
DOT31110	DOT31110	DOT	553	553-1260	2009	FORD	F-350	Pickup
DOT31112	DOT31112	DOT	553	553-1130	2009	FORD	FOCUS	Sedan
DOT31113	DOT31113	DOT	553	553-1100	2009	FORD	FOCUS	Sedan
DOT31118	DOT31118	DOT	553	553-5911	2009	FORD	F-150	Pickup
DOT31119	DOT31119	DOT	553	553-5590	2009	FORD	F-150	Pickup
DOT31122	DOT31122	DOT	553	553-5911	2009	FORD	F-150	Pickup
DOT31123	DOT31123	DOT	553	553-5911	2009	FORD	F-150	Pickup
DOT31124	DOT31124	DOT	553	553-5930	2009	FORD	F-250	Pickup
DOT31125	DOT31125	DOT	553	553-5901	2009	FORD	F-150	Pickup

DOT31132	DOT31132	DOT	553	553-1150	2009	FORD	F-350	Pickup
DOT31133	DOT31133	DOT	553	553-1130	2009	FORD	FOCUS	Sedan
DOT31134	DOT31134	DOT	553	553-2971	2009	FORD	RANGER	Pickup
DOT31137	DOT31137	DOT	553	553-2190	2009	FORD	E-150	Van
DOT31138	DOT31138	DOT	553	553-2100	2009	FORD	F-250	Pickup
DOT31139	DOT31139	DOT	553	553-2140	2009	FORD	FUSION	Sedan
DOT31140	DOT31140	DOT	553	553-2140	2009	FORD	FUSION	Sedan
DOT31141	DOT31141	DOT	553	553-2090	2009	FORD	RANGER	Pickup
DOT31144	DOT31144	DOT	553	553-4520	2008	GMC	SIERRA C2500	Pickup
DOT31145	DOT31145	DOT	553	553-5110	2009	FORD	E-150	Van
DOT31146	DOT31146	DOT	553	553-5950	2009	FORD	F-350	Pickup
DOT31148	DOT31148	DOT	553	553-5381	2009	FORD	F-150	Pickup
DOT31149	DOT31149	DOT	553	553-5920	2009	FORD	F-350	Pickup
DOT31150	DOT31150	DOT	553	553-5920	2009	FORD	F-350	Pickup
DOT31151	DOT31151	DOT	553	553-5910	2009	FORD	F-350	Pickup
DOT31155	DOT31155	DOT	553	553-2190	2009	CENTRAL MINE EQUIPMENT	FREIGHTL	Drill Rig
DOT31156	DOT31156	DOT	553	553-3100	2009	FORD	F-150	Pickup
DOT31160	DOT31160	DOT	553	553-1180	2009	FORD	F-250	Pickup
DOT31165	DOT31165	DOT	553	553-5110	2009	CHEVROLET	IMPALA	Sedan
DOT31166	DOT31166	DOT	553	553-5620	2009	CHEVROLET	IMPALA	Sedan
DOT31167	DOT31167	DOT	553	553-5111	2009	CHEVROLET	IMPALA	Sedan
DOT31168	DOT31168	DOT	553	553-5110	2009	CHEVROLET	IMPALA	Sedan
DOT31169	DOT31169	DOT	553	553-5110	2009	CHEVROLET	IMPALA	Sedan
DOT31171	DOT31171	DOT	553	553-6910	2008	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31172	DOT31172	DOT	553	553-3191	2009	CHEVROLET	IMPALA	Sedan
DOT31173	DOT31173	DOT	553	553-3060	2009	CHEVROLET	IMPALA	Sedan
DOT31175	DOT31175	DOT	553	553-3520	2009	CHEVROLET	IMPALA	Sedan
DOT31176	DOT31176	DOT	553	553-3140	2009	CHEVROLET	IMPALA	Sedan
DOT31177	DOT31177	DOT	553	553-3140	2009	CHEVROLET	IMPALA	Sedan
DOT31178	DOT31178	DOT	553	553-5930	2009	FORD	F-150	Pickup
DOT31179	DOT31179	DOT	553	553-5190	2009	FORD	F-150	Pickup
DOT31180	DOT31180	DOT	553	553-5900	2009	FORD	F-250	Pickup
DOT31181	DOT31181	DOT	553	553-5090	2009	FORD	F-150	Pickup
DOT31182	DOT31182	DOT	553	553-8493	2009	FORD	E-150	Van
DOT31183	DOT31183	DOT	553	553-8491	2009	FORD	E-150	Van
DOT31184	DOT31184	DOT	553	553-8380	2009	FORD	E-150	Van
DOT31185	DOT31185	DOT	553	553-8970	2009	FORD	E-150	Van
DOT31188	DOT31188	DOT	553	553-8550	2009	FORD	E-150	Van
DOT31189	DOT31189	DOT	553	553-8492	2009	FORD	E-150	Van
DOT31190	DOT31190	DOT	553	553-8496	2009	FORD	E-150	Van
DOT31191	DOT31191	DOT	553	553-8770	2009	FORD	E-150	Van
DOT31192	DOT31192	DOT	553	553-8491	2009	FORD	E-150	Van
DOT31194	DOT31194	DOT	553	553-1920	2009	FORD	F-250	Pickup
DOT31195	DOT31195	DOT	553	553-1180	2009	FORD	F-250	Pickup
DOT31196	DOT31196	DOT	553	553-1080	2009	FORD	F-150	Pickup
DOT31197	DOT31197	DOT	553	553-1260	2009	FORD	F-250	Pickup
DOT31198	DOT31198	DOT	553	553-2971	2009	CHEVROLET	IMPALA	Sedan
DOT31200	DOT31200	DOT	553	553-3010	2009	GMC	SIERRA C1500	Pickup
DOT31202	DOT31202	DOT	553	553-4901	2009	FORD	F-150	Pickup
DOT31203	DOT31203	DOT	553	553-4191	2009	FORD	F-150	Pickup
DOT31204	DOT31204	DOT	553	553-7100	2009	FORD	F-150	Pickup
DOT31205	DOT31205	DOT	553	553-7991	2009	FORD	F-150	Pickup
DOT31207	DOT31207	DOT	553	553-4911	2009	FORD	F-150	Pickup
DOT31208	DOT31208	DOT	553	553-4630	2009	FORD	ESCAPE	SUV
DOT31209	DOT31209	DOT	553	553-7960	2009	FORD	F-350	Pickup
DOT31210	DOT31210	DOT	553	553-8530	2009	FORD	FOCUS	Sedan
DOT31211	DOT30211	DOT	553	553-4911	2009	FORD	FOCUS	Sedan
DOT31212	DOT31212	DOT	553	553-7960	2010	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31214	DOT31214	DOT	553	553-6910	2009	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31215	DOT31215	DOT	553	553-4001	2009	FORD	F-350	Pickup
DOT31216	DOT31216	DOT	553	553-4910	2009	DODGE	RAM 3500	Pickup
DOT31218	DOT31218	DOT	553	553-4901	2009	CHEVROLET	MALIBU	Sedan
DOT31220	DOT31220	DOT	553	553-4380	2009	FORD	F-350	Pickup

DOT31221	DOT31221	DOT	553	553-4901	2009	FORD	RANGER	Pickup
DOT31222	DOT31222	DOT	553	553-6060	2009	FORD	RANGER	Pickup
DOT31227	DOT31227	DOT	553	553-7961	2009	FORD	FOCUS	Sedan
DOT31238	DOT31238	DOT	553	553-9950	2009	CHEVROLET	MALIBU	Sedan
DOT31240	DOT31240	DOT	553	553-6900	2010	FORD	F-250	Pickup
DOT31241	DOT31241	DOT	553	553-6240	2010	FORD	F-250	Pickup
DOT31245	DOT31245	DOT	553	553-6900	2010	FORD	F-250	Pickup
DOT31247	DOT31247	DOT	553	553-9190	2009	GMC	SIERRA	Pickup
DOT31297	DOT31297	DOT	553	553-6690	2009	FORD	E-350	Van
DOT31308	DOT31308	DOT	553	553-6910	2010	FORD	F-250	Pickup
DOT31309	DOT31309	DOT	553	553-6910	2010	FORD	F-250	Pickup
DOT31310	DOT31310	DOT	553	553-5920	2010	FORD	F-350	Pickup
DOT31311	DOT31311	DOT	553	553-6900	2010	FORD	F-250	Pickup
DOT31312	DOT31312	DOT	553	553-6590	2010	FORD	F-250	Pickup
DOT31315	DOT31315	DOT	553	553-4911	2009	DODGE	CARAVAN	Van
DOT31316	DOT31316	DOT	553	553-9190	2009	DODGE	CARAVAN	Van
DOT31321	DOT31321	DOT	553	553-2352	2009	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31322	DOT31322	DOT	553	553-6900	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31323	DOT31323	DOT	553	553-6900	2010	FORD	F-250	Pickup
DOT31326	DOT31326	DOT	553	553-4911	2010	FORD	FOCUS	Sedan
DOT31327	DOT31327	DOT	553	553-4911	2010	FORD	F-150	Pickup
DOT31328	DOT31328	DOT	553	553-4911	2010	FORD	FOCUS	Sedan
DOT31332	DOT31332	DOT	553	553-4961	2010	FORD	F-150	Pickup
DOT31338	DOT31338	DOT	553	553-6060	2010	FORD	RANGER	Pickup
DOT31339	DOT31339	DOT	553	553-6900	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31342	DOT31342	DOT	553	553-6910	2010	FORD	RANGER	Pickup
DOT31343	DOT31343	DOT	553	553-5940	2010	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31344	DOT31344	DOT	553	553-5930	2010	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31346	DOT31346	DOT	553	553-4030	2009	DODGE	CARAVAN	Van
DOT31348	DOT31348	DOT	553	553-5950	2010	FREIGHTLINER	M2 112	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31351	DOT31351	DOT	553	553-5950	2010	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31354	DOT31354	DOT	553	553-5910	2010	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31355	DOT31355	DOT	553	553-1180	2010	FORD	F-150	Pickup
DOT31356	DOT31356	DOT	553	553-1150	2010	FORD	F-150	Pickup
DOT31357	DOT31357	DOT	553	553-3951	2010	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31358	DOT31358	DOT	553	553-4960	2010	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31359	DOT31359	DOT	553	553-4900	2010	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31361	DOT31361	DOT	553	553-2911	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31362	DOT31362	DOT	553	553-2912	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31363	DOT31363	DOT	553	553-2910	2010	FORD	RANGER	Pickup
DOT31364	DOT31364	DOT	553	553-2910	2010	FORD	RANGER	Pickup
DOT31365	DOT31365	DOT	553	553-2060	2010	FORD	RANGER	Pickup
DOT31366	DOT31366	DOT	553	553-5910	2010	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31370	DOT31370	DOT	553	553-1910	2010	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31371	DOT31371	DOT	553	553-1190	2010	FORD	FOCUS	Sedan
DOT31372	DOT31372	DOT	553	553-2140	2010	FORD	FUSION	Sedan
DOT31373	DOT31373	DOT	553	553-2140	2010	FORD	FUSION	Sedan

DOT31374	DOT31374	DOT	553	553-2260	2010	FORD	FUSION	Sedan
DOT31378	DOT31378	DOT	553	553-1910	2010	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31380	DOT31380	DOT	553	553-1190	2010	FORD	TAURUS	Sedan
DOT31381	DOT31381	DOT	553	553-2922	2010	FORD	F-250	Pickup
DOT31382	DOT31382	DOT	553	553-2924	2010	FORD	F-250	Pickup
DOT31384	DOT31384	DOT	553	553-4910	2010	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31388	DOT3188	DOT	553	553-2360	2010	FORD	F-250	Pickup
DOT31389	DOT31389	DOT	553	553-3921	2010	FREIGHTLINER	M2 106	Medium Duty (14001-26000 Lbs. GVWR)
DOT31391	DOT31391	DOT	553	553-2921	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31392	DOT31392	DOT	553	553-2921	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31393	DOT31393	DOT	553	553-2970	2010	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31394	DOT31394	DOT	553	553-1190	2010	FORD	ESCAPE	SUV
DOT31395	DOT31395	DOT	553	553-5920	2010	FREIGHTLINER	M2 112	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31396	DOT31396	DOT	553	553-1910	2010	FORD	F-150	Pickup
DOT31397	DOT31397	DOT	553	553-1180	2010	FORD	F-150	Pickup
DOT31398	DOT31398	DOT	553	553-2210	2010	FORD	FUSION	Pickup
DOT31399	DOT31399	DOT	553	553-1080	2010	FORD	F-150	Pickup
DOT31401	DOT31401	DOT	553	553-1940	2010	FORD	F-150	Pickup
DOT31402	DOT31402	DOT	553	553-2931	2010	FORD	F-350	Pickup
DOT31403	DOT31403	DOT	553	553-2100	2010	FORD	E-150	Van
DOT31405	DOT31405	DOT	553	553-1940	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31406	DOT31406	DOT	553	553-2351	2010	FORD	F-350	Pickup
DOT31407	DOT31407	DOT	553	553-6900	2010	PETERBILT	367	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31409	DOT31409	DOT	553	553-2970	2010	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31410	DOT31410	DOT	553	553-4380	2010	PETERBILT	367	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31411	DOT31411	DOT	553	553-1150	2010	FORD	FOCUS	Sedan
DOT31413	DOT31413	DOT	553	553-3950	2010	CHEVROLET	IMPALA	Sedan
DOT31417	DOT31417	DOT	553	553-4960	2010	FORD	F-350	Pickup
DOT31418	DOT31418	DOT	553	553-1910	2010	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31419	DOT31419	DOT	553	553-1920	2010	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31420	DOT31420	DOT	553	553-7991	2010	FORD	F-150	Pickup
DOT31422	DOT31422	DOT	553	553-7961	2010	FORD	E-350	Van
DOT31423	DOT31423	DOT	553	553-3901	2010	PRO-PATCH	TM 425-1	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31424	DOT31424	DOT	553	553-4910	2010	CHEVROLET	SILVERADO C1500	Pickup
DOT31425	DOT31425	DOT	553	553-4030	2010	CHEVROLET	IMPALA	Sedan
DOT31426	DOT31426	DOT	553	553-4190	2010	CHEVROLET	IMPALA	Sedan
DOT31428	DOT31428	DOT	553	553-7981	2010	FORD	F-150	Pickup
DOT31429	DOT31429	DOT	553	553-7961	2010	FORD	F-150	Pickup
DOT31430	DOT31430	DOT	553	553-7960	2010	FORD	F-150	Pickup
DOT31431	DOT31431	DOT	553	553-5900	2010	PETERBILT	367	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31434	DOT31434	DOT	553	553-7960	2011	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31435	DOT31435	DOT	553	553-7980	2011	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31436	DOT31436	DOT	553	553-8770	2010	CHEVROLET	HHR	SUV
DOT31437	DOT31437	DOT	553	553-8319	2010	CHEVROLET	HHR	SUV

DOT31439	DOT31439	DOT	553	553-8960	2010	CHEVROLET	HHR	SUV
DOT31441	DOT31441	DOT	553	553-4900	2011	FORD	F-350	Pickup
DOT31447	DOT31447	DOT	553	553-7590	2010	FORD	F-350	Pickup
DOT31451	DOT31451	DOT	553	553-2924	2009	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31455	DOT31455	DOT	553	553-8496	2010	CHEVROLET	E1500	Van
DOT31456	DOT31456	DOT	553	553-8494	2010	CHEVROLET	E1500	Van
DOT31457	DOT31457	DOT	553	553-8492	2010	CHEVROLET	E1500	Van
DOT31465	DOT31465	DOT	553	553-2931	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31467	DOT31467	DOT	553	553-2970	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31485	DOT31485	DOT	553	553-6900	2011	FORD	F-250	Pickup
DOT31494	DOT31494	DOT	553	553-6900	2010	FORD	F-150	Pickup
DOT31495	DOT31495	DOT	553	553-6900	2010	FORD	F-150	Pickup
DOT31499	DOT31499	DOT	553	553-5950	2011	FORD	F-350	Pickup
DOT31500	DOT31500	DOT	553	553-8200	2011	FORD	E-150	Van
DOT31502	DOT31502	DOT	553	553-9900	2011	FORD	F-350	Pickup
DOT31503	DOT31503	DOT	553	553-8018	2011	GMC	S1500	Van
DOT31506	DOT31506	DOT	553	553-6690	2010	FORD	F-150	Pickup
DOT31518	DOT31518	DOT	553	553-6900	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31519	DOT31519	DOT	553	553-6900	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31520	DOT31520	DOT	553	553-3950	2011	CHEVROLET	IMPALA	Sedan
DOT31521	DOT31521	DOT	553	553-5950	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31540	DOT31540	DOT	553	553-3951	2011	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31541	DOT31541	DOT	553	553-4911	2011	FORD	FOCUS	Sedan
DOT31542	DOT31542	DOT	553	553-6910	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31543	DOT31543	DOT	553	553-6910	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31563	DOT31563	DOT	553	553-3931	2011	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31564	DOT31564	DOT	553	553-3901	2011	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31565	DOT31565	DOT	553	553-3931	2011	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31566	DOT31566	DOT	553	553-3901	2011	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31567	DOT31567	DOT	553	553-3931	2011	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31568	DOT31568	DOT	553	553-5910	2011	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31569	DOT31569	DOT	553	553-6910	2010	FORD	F-150	Pickup
DOT31570	DOT31570	DOT	553	553-6900	2011	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31573	DOT31573	DOT	553	553-8200	2011	CHEVROLET	COLORADO	Pickup
DOT31575	DOT32286	DOT	553	553-1940	2005	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31576	DOT31576	DOT	553	553-7960	2011	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31577	DOT31577	DOT	553	553-7960	2011	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)

DOT31578	DOT31578	DOT	553	553-7960	2011	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31579	DOT31579	DOT	553	553-7980	2011	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31580	DOT31580	DOT	553	553-7960	2011	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31585	DOT31585	DOT	553	553-2921	2011	FREIGHTLINER	M2 112	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31586	DOT31586	DOT	553	553-1260	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31587	DOT31587	DOT	553	553-4960	2011	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31588	DOT31588	DOT	553	553-4960	2011	INTERNATIONAL	4200	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31589	DOT31589	DOT	553	553-1940	2011	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31590	DOT31590	DOT	553	553-1910	2011	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31591	DOT31591	DOT	553	553-1910	2011	INTERNATIONAL	7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31593	DOT31593	DOT	553	553-2351	2011	FORD	F-450	Medium Duty (14001-26000 Lbs. GVWR)
DOT31594	DOT31594	DOT	553	553-2931	2011	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31600	DOT31600	DOT	553	553-2913	2010	INTERNATIONAL	4300	Medium Duty (14001-26000 Lbs. GVWR)
DOT31602	DOT31602	DOT	553	553-8200	2011	FORD	F-350	Pickup
DOT31604	DOT31604	DOT	553	553-4380	2011	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31605	DOT31605	DOT	553	553-2920	2011	FORD	RANGER	Pickup
DOT31606	DOT31606	DOT	553	553-3001	2011	PETERBILT	367	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31607	DOT31607	DOT	553	553-1910	2011	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31608	DOT31608	DOT	553	553-1910	2011	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31609	DOT31609	DOT	553	553-1920	2011	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31610	DOT31610	DOT	553	553-4910	2011	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31613	DOT31613	DOT	553	553-4960	2011	INTERNATIONAL	4300	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31614	DOT31614	DOT	553	553-1910	2011	INTERNATIONAL	7600	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31615	DOT31615	DOT	553	553-5940	1999	FREIGHTLINER	CONVENTIONAL FLC120	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31619	DOT31619	DOT	553	553-8200	2011	FORD	F-150	Pickup
DOT31622	DOT31622	DOT	553	553-7980	2011	STONE	95CMED	Concrete Mixer
DOT31623	DOT31623	DOT	553	553-2912	2011	FORD	F-750	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31624	DOT31624	DOT	553	553-5950	2011	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31625	DOT31625	DOT	553	553-2382	2011	PETERBILT	367	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31626	DOT31626	DOT	553	553-2925	2011	DODGE	RAM 5500	Medium Duty (14001-26000 Lbs. GVWR)

DOT31627	DOT31627	DOT	553	553-5900	2011	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31628	DOT31628	DOT	553	553-5920	2011	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT31629	DOT31629	DOT	553	553-2382	2011	PETERBILT	367	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31636	DOT31636	DOT	553	553-2382	2011	DODGE	RAM 3500	Pickup
DOT31640	DOT31640	DOT	553	553-1920	2011	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31641	DOT31641	DOT	553	553-1900	2011	INTERNATIONAL	7500	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31642	DOT31642	DOT	553	553-2382	2011	FORD	F-350	Pickup
DOT31644	DOT31644	DOT	553	553-2912	2011	DODGE	RAM 5500	Medium Duty (14001-26000 Lbs. GVWR)
DOT31645	DOT31645	DOT	553	553-8200	2011	FORD	F-350	Pickup
DOT31646	DOT31646	DOT	553	553-3001	2011	DODGE	GRAND CARAVAN	Van
DOT31648	DOT31648	DOT	553	553-3951	1998	FREIGHTLINER	CONVENTIONAL FLD120	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31649	DOT31649	DOT	553	553-9900	2011	CHEVROLET	G2500	Van
DOT31652	DOT31652	DOT	553	553-9190	2012	CHEVROLET	TAHOE	SUV
DOT31658	DOT31658	DOT	553	553-5111	2012	CHEVROLET	IMPALA	Sedan
DOT31659	DOT31659	DOT	553	553-5260	2012	FORD	F-350	Pickup
DOT31660	DOT31660	DOT	553	553-5900	2012	FORD	F-350	Pickup
DOT31661	DOT31661	DOT	553	553-5260	2011	FORD	F-150	Pickup
DOT31662	DOT31662	DOT	553	553-5590	2011	FORD	F-150	Pickup
DOT31663	DOT31663	DOT	553	553-1100	2012	CHEVROLET	IMPALA	Sedan
DOT31664	DOT31664	DOT	553	553-5951	2011	FORD	F-150	Pickup
DOT31665	DOT31665	DOT	553	553-5120	2011	FORD	F-150	Pickup
DOT31666	DOT31666	DOT	553	553-5950	2011	FORD	F-150	Pickup
DOT31667	DOT31667	DOT	553	553-5120	2011	FORD	F-150	Pickup
DOT31668	DOT31668	DOT	553	553-5120	2011	FORD	F-150	Pickup
DOT31673	DOT31673	DOT	553	553-5070	2011	FORD	F-150	Pickup
DOT31674	DOT31674	DOT	553	553-5090	2011	FORD	F-150	Pickup
DOT31675	DOT31675	DOT	553	553-5931	2011	FORD	F-150	Pickup
DOT31676	DOT32200	DOT	553	553-5931	2011	FORD	F-150	Pickup
DOT31677	DOT31677	DOT	553	553-5931	2011	FORD	F-150	Pickup
DOT31678	DOT31678	DOT	553	553-5931	2011	FORD	F-150	Pickup
DOT31679	DOT31679	DOT	553	553-7961	2012	FORD	TRANSIT CONNECT	Van
DOT31681	DOT31681	DOT	553	553-2910	2012	CHEVROLET	IMPALA	Sedan
DOT31685	DOT25248	DOT	553	553-4901	2012	CHEVROLET	MALIBU	Sedan
DOT31686	DOT31686	DOT	553	553-5940	2012	FORD	F-350	Pickup
DOT31687	DOT31687	DOT	553	553-5921	2011	FORD	F-150	Pickup
DOT31688	DOT31688	DOT	553	553-5920	2011	FORD	F-150	Pickup
DOT31689	DOT31689	DOT	553	553-5150	2011	FORD	F-150	Pickup
DOT31690	DOT31690	DOT	553	553-5150	2011	FORD	F-150	Pickup
DOT31691	DOT31691	DOT	553	553-5150	2011	FORD	F-150	Pickup
DOT31692	DOT31692	DOT	553	553-5921	2011	FORD	F-150	Pickup
DOT31693	DOT31693	DOT	553	553-5941	2011	FORD	F-150	Pickup
DOT31694	DOT31694	DOT	553	553-5940	2011	FORD	F-150	Pickup
DOT31695	DOT31695	DOT	553	553-5940	2011	FORD	F-150	Pickup
DOT31697	DOT31697	DOT	553	553-5910	2011	FORD	F-150	Pickup
DOT31698	DOT31698	DOT	553	553-5190	2011	FORD	F-150	Pickup
DOT31699	DOT31699	DOT	553	553-5190	2011	FORD	F-150	Pickup
DOT31700	DOT31700	DOT	553	553-5190	2011	FORD	F-150	Pickup
DOT31702	DOT31702	DOT	553	553-5901	2012	FORD	F-150	Pickup
DOT31703	DOT31703	DOT	553	553-5901	2012	FORD	F-150	Pickup
DOT31704	DOT31704	DOT	553	553-8200	2012	CHEVROLET	SILVERADO C1500	Pickup
DOT31705	DOT31705	DOT	553	553-1190	2012	FORD	F-150	Pickup
DOT31706	DOT31706	DOT	553	553-1190	2012	FORD	FUSION	Sedan
DOT31710	DOT31710	DOT	553	553-1150	2012	FORD	F-150	Pickup
DOT31711	DOT31711	DOT	553	553-8539	2012	CHEVROLET	IMPALA	Sedan
DOT31712	DOT31712	DOT	553	553-1080	2012	FORD	F-150	Pickup
DOT31713	DOT31713	DOT	553	553-1080	2012	FORD	F-150	Pickup
DOT31714	DOT31714	DOT	553	553-1100	2012	FORD	F-150	Pickup
DOT31715	DOT31715	DOT	553	553-1080	2012	FORD	F-150	Pickup

DOT31716	DOT31716	DOT	553	553-1190	2012	FORD	F-150	Pickup
DOT31717	DOT31717	DOT	553	553-1190	2012	FORD	F-150	Pickup
DOT31718	DOT31718	DOT	553	553-1190	2012	FORD	F-150	Pickup
DOT31719	DOT31719	DOT	553	553-1180	2012	FORD	F-150	Pickup
DOT31720	DOT31720	DOT	553	553-1180	2012	FORD	F-150	Pickup
DOT31721	DOT31721	DOT	553	553-1100	2012	FORD	F-150	Pickup
DOT31722	DOT31722	DOT	553	553-1100	2012	FORD	F-150	Pickup
DOT31724	DOT31724	DOT	553	553-3050	2012	FORD	F-150	Pickup
DOT31725	DOT31725	DOT	553	553-3900	2012	FORD	F-150	Pickup
DOT31726	DOT31726	DOT	553	553-3910	2012	FORD	F-150	Pickup
DOT31727	DOT31727	DOT	553	553-3920	2012	FORD	F-150	Pickup
DOT31728	DOT31728	DOT	553	553-4900	2012	FORD	F-150	Pickup
DOT31729	DOT31729	DOT	553	553-8200	2012	FORD	E-150	Van
DOT31732	DOT31732	DOT	553	553-1130	2012	FORD	F-150	Pickup
DOT31733	DOT31733	DOT	553	553-1100	2012	FORD	F-150	Pickup
DOT31734	DOT31734	DOT	553	553-1130	2012	FORD	FOCUS	Sedan
DOT31735	DOT31735	DOT	553	553-1130	2012	FORD	FOCUS	Sedan
DOT31737	DOT31737	DOT	553	553-1910	2012	FORD	F-150	Pickup
DOT31738	DOT31738	DOT	553	553-1180	2012	FORD	F-150	Pickup
DOT31739	DOT31739	DOT	553	553-1190	2012	FORD	FOCUS	Sedan
DOT31740	DOT31740	DOT	553	553-1190	2012	FORD	FOCUS	Sedan
DOT31741	DOT31741	DOT	553	553-1190	2012	FORD	FOCUS	Sedan
DOT31743	DOT31743	DOT	553	553-3100	2012	FORD	F-150	Pickup
DOT31744	DOT31744	DOT	553	553-3931	2012	FORD	F-350	Pickup
DOT31745	DOT31745	DOT	553	553-3931	2012	FORD	F-350	Pickup
DOT31746	DOT31746	DOT	553	553-3931	2012	FORD	F-150	Pickup
DOT31747	DOT31747	DOT	553	553-4030	2012	FORD	FOCUS	Sedan
DOT31748	DOT31748	DOT	553	553-4030	2012	FORD	FOCUS	Sedan
DOT31749	DOT31749	DOT	553	553-4030	2012	FORD	FOCUS	Sedan
DOT31751	DOT31751	DOT	553	553-4030	2012	FORD	FOCUS	Sedan
DOT31752	DOT31752	DOT	553	553-1910	2012	FORD	F-150	Pickup
DOT31753	DOT31753	DOT	553	553-1910	2012	FORD	F-150	Pickup
DOT31754	DOT31754	DOT	553	553-4911	2012	CHEVROLET	MALIBU	Sedan
DOT31756	DOT31756	DOT	553	553-3592	2012	FORD	F-250	Pickup
DOT31758	DOT31758	DOT	553	553-7980	2012	FORD	F-750	Medium Duty (14001-26000 Lbs. GVWR)
DOT31760	DOT31760	DOT	553	553-1940	2005	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31761	DOT31761	DOT	553	553-4900	1999	FREIGHTLINER	FS65	Medium Duty School Bus (14001-2600 Lbs. GVWR)
DOT31762	DOT31762	DOT	553	553-4911	2012	CHEVROLET	MALIBU	Sedan
DOT31765	DOT31765	DOT	553	553-4640	2012	DODGE	GRAND CARAVAN	Van
DOT31767	DOT31767	DOT	553	553-3921	2012	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31768	DOT31768	DOT	553	553-3901	2012	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31769	DOT31769	DOT	553	553-4901	2012	DODGE	GRAND CARAVAN	Van
DOT31770	DOT31770	DOT	553	553-3951	2012	RAM	5500	Medium Duty (14001-26000 Lbs. GVWR)
DOT31771	DOT31771	DOT	553	553-3951	2012	RAM	5500	Medium Duty (14001-26000 Lbs. GVWR)
DOT31772	DOT31772	DOT	553	553-2931	2012	FORD	F-150	Pickup
DOT31773	DOT31773	DOT	553	553-2971	2012	FORD	F-150	Pickup
DOT31774	DOT31774	DOT	553	553-8960	2012	FORD	FOCUS	Hatchback
DOT31775	DOT31775	DOT	553	553-8981	2012	FORD	FOCUS	Hatchback
DOT31776	DOT31776	DOT	553	553-9950	2012	FORD	FUSION	Sedan
DOT31777	DOT31777	DOT	553	553-7100	2012	JEEP	LIBERTY	SUV
DOT31778	DOT31778	DOT	553	553-8981	2012	FORD	FOCUS	Sedan
DOT31779	DOT31779	DOT	553	553-8380	2012	FORD	FOCUS	Sedan
DOT31781	DOT31781	DOT	553	553-2190	2012	CHEVROLET	SILVERADO C1500	Pickup
DOT31782	DOT31782	DOT	553	553-2920	2012	CHEVROLET	SILVERADO C1500	Pickup

DOT31783	DOT31783	DOT	553	553-4900	2012	FREIGHTLINER	SPRINTER 3500	Light Duty (10001-14000 Lbs. GVWR)
DOT31784	DOT31784	DOT	553	553-1920	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31786	DOT31786	DOT	553	553-2080	2012	FORD	F-150	Pickup
DOT31787	DOT31787	DOT	553	553-2971	2012	FORD	F-150	Pickup
DOT31788	DOT31788	DOT	553	553-2100	2012	FORD	F-150	Pickup
DOT31789	DOT31789	DOT	553	553-2352	2012	CHEVROLET	SILVERADO C2500	Pickup
DOT31790	DOT31790	DOT	553	553-4910	2012	FORD	F-250	Pickup
DOT31791	DOT31791	DOT	553	553-4911	2012	FORD	F-250	Pickup
DOT31792	DOT31792	DOT	553	553-2090	2012	FORD	F-150	Pickup
DOT31793	DOT31793	DOT	553	553-2190	2012	FORD	F-150	Pickup
DOT31794	DOT31794	DOT	553	553-2090	2012	FORD	F-150	Pickup
DOT31795	DOT31795	DOT	553	553-2100	2012	FORD	F-150	Pickup
DOT31796	DOT31796	DOT	553	553-7960	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31797	DOT31797	DOT	553	553-7960	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31798	DOT31798	DOT	553	553-4960	2013	INTERNATIONAL	WORKSTAR 7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31799	DOT31799	DOT	553	553-8319	2012	FORD	FIESTA	Sedan
DOT31800	DOT31800	DOT	553	553-8495	2012	FORD	FIESTA	Sedan
DOT31801	DOT31801	DOT	553	553-8493	2012	FORD	FUSION	Sedan
DOT31802	DOT31802	DOT	553	553-1900	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31803	DOT31803	DOT	553	553-1190	2012	FORD	F-150	Pickup
DOT31804	DOT31804	DOT	553	553-2920	2012	FORD	F-150	Pickup
DOT31805	DOT31805	DOT	553	553-2350	2012	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31806	DOT31806	DOT	553	553-2921	2012	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31807	DOT31807	DOT	553	553-2080	2012	FORD	F-150	Pickup
DOT31808	DOT31808	DOT	553	553-2100	2012	FORD	F-150	Pickup
DOT31809	DOT31809	DOT	553	553-4900	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31810	DOT31810	DOT	553	553-1130	2012	FORD	FOCUS	Sedan
DOT31811	DOT31811	DOT	553	553-3920	2012	FORD	F-150	Pickup
DOT31812	DOT31812	DOT	553	553-3190	2012	FORD	F-150	Pickup
DOT31813	DOT31813	DOT	553	553-7980	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31814	DOT31814	DOT	553	553-6910	2012	FORD	F-150	Pickup
DOT31815	DOT31815	DOT	553	553-4911	2012	FORD	F-150	Pickup
DOT31816	DOT31816	DOT	553	553-6910	2012	FORD	F-250	Pickup
DOT31817	DOT31817	DOT	553	553-6900	2012	FORD	F-250	Pickup
DOT31818	DOT31818	DOT	553	553-6900	2012	FORD	F-150	Pickup
DOT31819	DOT31819	DOT	553	553-4120	2012	FORD	F-150	Pickup
DOT31822	DOT31822	DOT	553	553-2520	2012	FORD	FUSION	Sedan
DOT31823	DOT31823	DOT	553	553-2620	2012	FORD	FUSION	Sedan
DOT31824	DOT31824	DOT	553	553-6910	2012	FORD	F-750	Medium Duty (14001-26000 Lbs. GVWR)
DOT31825	DOT32156	DOT	553	553-2931	2012	TEREX	WOODSMAN 730	Chipper
DOT31826	DOT31826	DOT	553	553-2100	2012	FORD	F-150	Pickup
DOT31827	DOT31827	DOT	553	553-2971	2012	FORD	F-150	Pickup
DOT31828	DOT31828	DOT	553	553-2351	2012	FORD	F-750	Medium Duty (14001-26000 Lbs. GVWR)
DOT31829	DOT31829	DOT	553	553-5910	2012	WANCO	WTSP	Arrow Board
DOT31830	DOT33468	DOT	553	553-2913	2012	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31831	DOT31831	DOT	553	553-2911	2012	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31832	DOT31832	DOT	553	553-2962	2012	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31833	DOT31833	DOT	553	553-4120	2012	FORD	F-150	Pickup
DOT31834	DOT31834	DOT	553	553-6810	2012	FORD	F-150	Pickup

DOT31835	DOT31835	DOT	553	553-6900	2012	FORD	F-150	Pickup
DOT31836	DOT31836	DOT	553	553-5931	2013	CHEVROLET	IMPALA	Sedan
DOT31837	DOT31837	DOT	553	553-5901	2013	CHEVROLET	IMPALA	Sedan
DOT31839	DOT31839	DOT	553	553-9190	2013	CHEVROLET	IMPALA	Sedan
DOT31840	DOT32880	DOT	553	553-9950	2013	CHEVROLET	IMPALA	Sedan
DOT31841	DOT31841	DOT	553	553-8200	2013	CHEVROLET	IMPALA	Sedan
DOT31843	DOT31843	DOT	553	553-4190	2012	CHEVROLET	COLORADO	Pickup
DOT31845	DOT31845	DOT	553	553-4960	2012	MULTIQUIP	MC94SH8	Concrete Mixer
DOT31846	DOT31846	DOT	553	553-7980	2013	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31847	DOT31847	DOT	553	553-1100	2012	FORD	FUSION	Sedan
DOT31848	DOT31848	DOT	553	553-8494	2012	FORD	ECONOLINE VAN E-150	Van
DOT31849	DOT31849	DOT	553	553-4961	2012	DODGE	RAM 1500	Pickup
DOT31853	DOT31853	DOT	553	553-5951	2013	CHEVROLET	MALIBU	Sedan
DOT31855	DOT31855	DOT	553	553-5931	2013	CHEVROLET	MALIBU	Sedan
DOT31857	DOT31857	DOT	553	553-5920	2013	FORD	F-250	Pickup
DOT31858	DOT31858	DOT	553	553-1900	2002	THOMAS	SCHOOL BUS	Heavy Duty Bus (>= 26001 Lbs. GVWR)
DOT31859	DOT31859	DOT	553	553-1190	2013	FORD	FOCUS	Sedan
DOT31860	DOT31860	DOT	553	553-1150	2013	FORD	FOCUS	Sedan
DOT31861	DOT31861	DOT	553	553-1100	2013	FORD	FOCUS	Sedan
DOT31862	DOT31862	DOT	553	553-1900	2013	FORD	F-150	Pickup
DOT31865	DOT31865	DOT	553	553-1030	2013	FORD	FOCUS	Sedan
DOT31866	DOT31866	DOT	553	553-1180	2013	FORD	F-150	Pickup
DOT31869	DOT31869	DOT	553	553-1100	2013	DODGE	GRAND CARAVAN	Van
DOT31870	DOT31870	DOT	553	553-1100	2013	DODGE	GRAND CARAVAN	Van
DOT31871	DOT31871	DOT	553	553-3550	2013	CHEVROLET	IMPALA	Sedan
DOT31872	DOT31872	DOT	553	553-5590	2013	FORD	F-150	Pickup
DOT31873	DOT31873	DOT	553	553-5590	2013	FORD	F-150	Pickup
DOT31875	DOT31875	DOT	553	553-1940	2004	FREIGHTLINER	M2 106	Medium Duty (14001-26000 Lbs. GVWR)
DOT31877	DOT31877	DOT	553	553-4190	2013	TOYOTA	TACOMA	Pickup
DOT31878	DOT31878	DOT	553	553-5020	2013	FORD	TRANSIT CONNECT	Van
DOT31879	DOT31879	DOT	553	553-5951	2013	FORD	FOCUS	Sedan
DOT31880	DOT31880	DOT	553	553-5190	2013	FORD	F-150	Pickup
DOT31881	DOT31881	DOT	553	553-5381	2013	FORD	F-150	Pickup
DOT31882	DOT31882	DOT	553	553-5620	2013	FORD	F-150	Pickup
DOT31883	DOT31883	DOT	553	553-1260	2013	FORD	ECONOLINE VAN E-250	Van
DOT31884	DOT31884	DOT	553	553-1180	2013	FORD	F-150	Pickup
DOT31885	DOT31885	DOT	553	553-1130	2013	FORD	F-150	Pickup
DOT31886	DOT31886	DOT	553	553-1150	2013	FORD	F-150	Pickup
DOT31887	DOT31887	DOT	553	553-1150	2013	FORD	F-150	Pickup
DOT31888	DOT31888	DOT	553	553-1540	2013	FORD	F-150	Pickup
DOT31889	DOT31889	DOT	553	553-4190	2013	FORD	F-150	Pickup
DOT31890	DOT31890	DOT	553	553-5931	2013	FORD	F-150	Pickup
DOT31891	DOT31891	DOT	553	553-5941	2013	FORD	F-150	Pickup
DOT31892	DOT31892	DOT	553	553-5090	2013	FORD	F-150	Pickup
DOT31893	DOT31893	DOT	553	553-5931	2013	FORD	F-150	Pickup
DOT31894	DOT31894	DOT	553	553-1100	2013	FORD	F-150	Pickup
DOT31895	DOT31895	DOT	553	553-1080	2013	FORD	F-150	Pickup
DOT31896	DOT31896	DOT	553	553-1080	2013	FORD	F-150	Pickup
DOT31897	DOT31897	DOT	553	553-1190	2013	FORD	F-150	Pickup
DOT31898	DOT31898	DOT	553	553-1190	2013	FORD	F-150	Pickup
DOT31899	DOT31899	DOT	553	553-1080	2013	FORD	F-150	Pickup
DOT31901	DOT31901	DOT	553	553-5950	2012	FORD	F-350	Pickup
DOT31902	DOT31902	DOT	553	553-5920	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT31903	DOT31903	DOT	553	553-2620	2013	FORD	FUSION	Sedan
DOT31904	DOT31904	DOT	553	553-3001	2013	CHEVROLET	IMPALA	Sedan
DOT31905	DOT31905	DOT	553	553-9900	2013	CHEVROLET	IMPALA	Sedan
DOT31906	DOT31906	DOT	553	553-7980	1997	BLUE BIRD	B7T042	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT31909	DOT31909	DOT	553	553-1910	2013	VER-MAC	PCMS-1210	Portable Message Board

DOT31912	DOT31912	DOT	553	553-1910	2014	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31913	DOT31913	DOT	553	553-1260	2014	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31914	DOT31914	DOT	553	553-1130	2014	FORD	FUSION	Sedan
DOT31915	DOT31915	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT31916	DOT31916	DOT	553	553-1080	2014	FORD	F-150	Pickup
DOT31917	DOT31917	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT31918	DOT31918	DOT	553	553-1150	2014	FORD	F-150	Pickup
DOT31921	DOT31921	DOT	553	553-5381	2014	FORD	F-250	Pickup
DOT31922	DOT31922	DOT	553	553-7980	2014	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT31923	DOT31923	DOT	553	553-1150	2014	FORD	F-150	Pickup
DOT31924	DOT31924	DOT	553	553-1900	2014	FORD	F-150	Pickup
DOT31925	DOT31925	DOT	553	553-7961	2014	FORD	F-250	Pickup
DOT31926	DOT31926	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT31928	DOT31928	DOT	553	553-7991	2014	FORD	FOCUS	Sedan
DOT31929	DOT31929	DOT	553	553-7991	2014	FORD	FOCUS	Sedan
DOT31930	DOT31930	DOT	553	553-7100	2014	FORD	FOCUS	Sedan
DOT31931	DOT31931	DOT	553	553-7981	2014	FORD	FUSION	Sedan
DOT31932	DOT31932	DOT	553	553-7100	2014	FORD	FOCUS	Sedan
DOT31933	DOT31933	DOT	553	553-7961	2014	FORD	FOCUS	Sedan
DOT31934	DOT31934	DOT	553	553-7100	2014	FORD	FUSION	Sedan
DOT31935	DOT31935	DOT	553	553-1540	2014	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT31936	DOT31936	DOT	553	553-7960	2014	FORD	F-150	Pickup
DOT31937	DOT31937	DOT	553	553-7991	2014	FORD	F-150	Pickup
DOT31938	DOT31938	DOT	553	553-7991	2014	FORD	F-150	Pickup
DOT31939	DOT31939	DOT	553	553-7100	2014	FORD	FUSION	Sedan
DOT31944	DOT31944	DOT	553	553-1130	2014	FORD	F-150	Pickup
DOT31945	DOT31945	DOT	553	553-1620	2014	FORD	ECONOLINE VAN E-250	Van
DOT31948	DOT31948	DOT	553	553-3520	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT31949	DOT31949	DOT	553	553-3530	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT31950	DOT31950	DOT	553	553-3300	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT31951	DOT31951	DOT	553	553-3550	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT31952	DOT31952	DOT	553	553-3520	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT31953	DOT31953	DOT	553	553-2921	2015	FORD	F-250	Pickup
DOT31955	DOT31955	DOT	553	553-5910	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31956	DOT31956	DOT	553	553-2920	2014	FORD	F-150	Pickup
DOT31957	DOT31957	DOT	553	553-2381	2014	FORD	F-150	Pickup
DOT31958	DOT31958	DOT	553	553-2380	2014	FORD	F-150	Pickup
DOT31959	DOT31959	DOT	553	553-2352	2014	FORD	F-150	Pickup
DOT31962	DOT31962	DOT	553	553-1920	2014	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT31963	DOT31963	DOT	553	553-1150	2014	FORD	FOCUS	Sedan
DOT31964	DOT31964	DOT	553	553-1190	2014	FORD	FOCUS	Sedan
DOT31966	DOT31966	DOT	553	553-4911	2014	FORD	FUSION	Sedan
DOT31967	DOT31967	DOT	553	553-6900	2014	FORD	F-150	Pickup
DOT31968	DOT31968	DOT	553	553-2040	2014	FORD	FUSION	Sedan
DOT31969	DOT31969	DOT	553	553-3921	2015	FORD	F-250	Pickup
DOT31970	DOT31970	DOT	553	553-6900	2014	FORD	F-150	Pickup
DOT31971	DOT31971	DOT	553	553-6900	2014	FORD	F-150	Pickup
DOT31972	DOT31972	DOT	553	553-6060	2014	FORD	F-150	Pickup
DOT31973	DOT31973	DOT	553	553-6910	2014	FORD	F-150	Pickup
DOT31974	DOT31974	DOT	553	553-6910	2014	FORD	F-150	Pickup
DOT31975	DOT31975	DOT	553	553-6910	2014	FORD	F-150	Pickup
DOT31976	DOT31976	DOT	553	553-6910	2014	FORD	F-150	Pickup
DOT31977	DOT32736	DOT	553	553-9950	2014	FORD	FUSION	Sedan
DOT31980	DOT31980	DOT	553	553-6060	2014	FORD	F-150	Pickup
DOT31981	DOT31981	DOT	553	553-6060	2014	FORD	F-150	Pickup
DOT31982	DOT31982	DOT	553	553-8200	2014	DODGE	GRAND CARAVAN	Van
DOT31983	DOT31983	DOT	553	553-2921	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)

DOT31984	DOT31984	DOT	553	553-2920	2014	FORD	F-150	Pickup
DOT31985	DOT31985	DOT	553	553-2190	2014	FORD	F-150	Pickup
DOT31986	DOT31986	DOT	553	553-2190	2014	FORD	F-150	Pickup
DOT31987	DOT31987	DOT	553	553-2190	2014	FORD	F-150	Pickup
DOT31988	DOT31988	DOT	553	553-3130	2014	FORD	F-150	Pickup
DOT31989	DOT31989	DOT	553	553-3060	2014	FORD	F-150	Pickup
DOT31990	DOT31990	DOT	553	553-3950	2014	FORD	F-150	Pickup
DOT31991	DOT31991	DOT	553	553-3080	2014	FORD	F-150	Pickup
DOT31992	DOT31992	DOT	553	553-3190	2014	FORD	F-150	Pickup
DOT31993	DOT31993	DOT	553	553-3951	2014	FORD	F-150	Pickup
DOT31994	DOT31994	DOT	553	553-8200	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT31995	DOT31995	DOT	553	553-2971	2014	FORD	F-150	Pickup
DOT31996	DOT31996	DOT	553	553-2962	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT31997	DOT31997	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT31998	DOT31998	DOT	553	553-3191	2014	FORD	F-150	Pickup
DOT31999	DOT31999	DOT	553	553-3900	2014	FORD	F-150	Pickup
DOT32000	DOT32000	DOT	553	553-3190	2014	FORD	F-150	Pickup
DOT32001	DOT32001	DOT	553	553-3620	2014	FORD	F-150	Pickup
DOT32002	DOT32002	DOT	553	553-2912	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32003	DOT32003	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT32004	DOT32004	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT32005	DOT32005	DOT	553	553-1190	2014	FORD	F-150	Pickup
DOT32006	DOT32006	DOT	553	553-3130	2014	FORD	F-150	Pickup
DOT32007	DOT32007	DOT	553	553-3900	2014	FORD	F-150	Pickup
DOT32008	DOT32008	DOT	553	553-3951	2014	FORD	F-150	Pickup
DOT32009	DOT32009	DOT	553	553-3951	2014	FORD	F-150	Pickup
DOT32010	DOT32010	DOT	553	553-4190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32011	DOT32011	DOT	553	553-4190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32012	DOT32012	DOT	553	553-4190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32013	DOT32013	DOT	553	553-4190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32014	DOT32014	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT32015	DOT32015	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT32016	DOT32016	DOT	553	553-1190	2015	FORD	FUSION	Sedan
DOT32017	DOT32017	DOT	553	553-1190	2015	FORD	FUSION	Sedan
DOT32018	DOT32018	DOT	553	553-1100	2015	FORD	FUSION	Sedan
DOT32020	DOT32020	DOT	553	553-1190	2015	FORD	FUSION	Sedan
DOT32021	DOT32021	DOT	553	553-4090	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32022	DOT32022	DOT	553	553-4961	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32023	DOT32023	DOT	553	553-4090	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32024	DOT32024	DOT	553	553-5910	2015	FORD	F-250	Pickup
DOT32025	DOT32025	DOT	553	553-5910	2015	FORD	F-250	Pickup
DOT32026	DOT32026	DOT	553	553-5190	2015	FORD	FUSION	Sedan
DOT32027	DOT32027	DOT	553	553-2300	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32028	DOT32028	DOT	553	553-4520	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32030	DOT32030	DOT	553	553-2520	2015	DODGE	GRAND CARAVAN	Van
DOT32031	DOT32031	DOT	553	553-2381	2015	FORD	F-250	Pickup
DOT32032	DOT32032	DOT	553	553-2381	2015	FORD	F-250	Pickup
DOT32033	DOT32033	DOT	553	553-1900	2015	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32034	DOT32034	DOT	553	553-5930	2015	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32035	DOT32035	DOT	553	553-5940	2015	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32036	DOT32036	DOT	553	553-5930	2015	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32040	DOT32040	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32041	DOT32041	DOT	553	553-7961	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32042	DOT32042	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32043	DOT32043	DOT	553	553-7961	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32044	DOT32044	DOT	553	553-7961	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32045	DOT32045	DOT	553	553-7380	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32046	DOT32046	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup

DOT32047	DOT32047	DOT	553	553-7960	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32048	DOT32048	DOT	553	553-7960	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32049	DOT32049	DOT	553	553-7961	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32050	DOT32050	DOT	553	553-7960	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32051	DOT32051	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32052	DOT32052	DOT	553	553-7961	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32054	DOT32054	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32055	DOT32055	DOT	553	553-7100	2015	CHEVROLET	CRUZE	Sedan
DOT32056	DOT32056	DOT	553	553-7100	2015	CHEVROLET	CRUZE	Sedan
DOT32057	DOT32057	DOT	553	553-7100	2015	CHEVROLET	CRUZE	Sedan
DOT32058	DOT32058	DOT	553	553-6690	2015	FORD	F-150	Pickup
DOT32059	DOT32059	DOT	553	553-6060	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32060	DOT32060	DOT	553	553-6060	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32061	DOT32061	DOT	553	553-6910	2015	CHEVROLET	SILVERADO C2500	Pickup
DOT32062	DOT32062	DOT	553	553-6910	2015	FORD	F-150	Pickup
DOT32063	DOT32063	DOT	553	553-6910	2015	FORD	F-150	Pickup
DOT32065	DOT32065	DOT	553	553-6900	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32066	DOT32066	DOT	553	553-6060	2015	FORD	F-150	Pickup
DOT32067	DOT32067	DOT	553	553-6900	2015	FORD	F-150	Pickup
DOT32068	DOT32068	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32069	DOT32069	DOT	553	553-7991	2015	CHEVROLET	CRUZE	Sedan
DOT32070	DOT32070	DOT	553	553-7100	2015	CHEVROLET	CRUZE	Sedan
DOT32072	DOT32072	DOT	553	553-7100	2015	CHEVROLET	CRUZE	Sedan
DOT32073	DOT32073	DOT	553	553-7100	2015	CHEVROLET	CRUZE	Sedan
DOT32074	DOT32074	DOT	553	553-1900	2015	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32078	DOT32078	DOT	553	553-8490	2016	JEEP	PATRIOT	SUV
DOT32079	DOT32079	DOT	553	553-8970	2016	JEEP	PATRIOT	SUV
DOT32080	DOT32080	DOT	553	553-8520	2016	JEEP	PATRIOT	SUV
DOT32081	DOT32081	DOT	553	553-8960	2016	JEEP	PATRIOT	SUV
DOT32082	DOT32082	DOT	553	553-8510	2016	JEEP	PATRIOT	SUV
DOT32083	DOT32083	DOT	553	553-8522	2016	JEEP	PATRIOT	SUV
DOT32084	DOT32084	DOT	553	553-8541	2016	JEEP	PATRIOT	SUV
DOT32086	DOT32086	DOT	553	553-3931	2015	CHEVROLET	SILVERADO 3500	Light Duty (10001-14000 Lbs. GVWR)
DOT32087	DOT32087	DOT	553	553-6910	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32088	DOT32088	DOT	553	553-6440	2016	FORD	FUSION	Sedan
DOT32089	DOT32089	DOT	553	553-1100	2016	FORD	FUSION	Sedan
DOT32090	DOT32090	DOT	553	553-1030	2016	FORD	FUSION	Sedan
DOT32091	DOT32091	DOT	553	553-6060	2015	FORD	F-150	Pickup
DOT32092	DOT32092	DOT	553	553-3951	2015	FORD	F-250	Pickup
DOT32093	DOT32093	DOT	553	553-8520	2016	JEEP	PATRIOT	SUV
DOT32096	DOT32096	DOT	553	553-3590	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32097	DOT32097	DOT	553	553-8200	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32098	DOT32098	DOT	553	553-8200	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32100	DOT32100	DOT	553	553-8200	2015	RAM	3500	Light Duty (10001-14000 Lbs. GVWR)
DOT32101	DOT32101	DOT	553	553-5620	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32102	DOT32102	DOT	553	553-2930	2016	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32104	DOT32104	DOT	553	553-1190	2016	FORD	F-150	Pickup
DOT32105	DOT32105	DOT	553	553-1190	2016	FORD	F-150	Pickup
DOT32106	DOT32106	DOT	553	553-7100	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32107	DOT32107	DOT	553	553-7100	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32108	DOT32108	DOT	553	553-5120	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32109	DOT32109	DOT	553	553-5120	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32110	DOT32110	DOT	553	553-5951	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32111	DOT32111	DOT	553	553-1150	2016	FORD	F-150	Pickup
DOT32112	DOT32112	DOT	553	553-5190	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32113	DOT32113	DOT	553	553-8200	2016	DODGE	GRAND CARAVAN	Van
DOT32114	DOT32114	DOT	553	553-1190	2016	FORD	F-150	Pickup
DOT32115	DOT32115	DOT	553	553-1190	2016	FORD	F-150	Pickup
DOT32116	DOT32116	DOT	553	553-1080	2016	FORD	F-150	Pickup
DOT32117	DOT32117	DOT	553	553-1190	2016	FORD	F-150	Pickup
DOT32118	DOT32118	DOT	553	553-1190	2016	FORD	F-150	Pickup
DOT32119	DOT32119	DOT	553	553-7960	2016	FORD	F-150	Pickup
DOT32120	DOT32120	DOT	553	553-1100	2016	FORD	F-150	Pickup

DOT32121	DOT32121	DOT	553	553-1150	2016	FORD	F-150	Pickup
DOT32122	DOT32122	DOT	553	553-1130	2016	FORD	F-150	Pickup
DOT32123	DOT32123	DOT	553	553-1180	2016	FORD	F-150	Pickup
DOT32124	DOT32124	DOT	553	553-1100	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32126	DOT32126	DOT	553	553-2963	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32127	DOT32127	DOT	553	553-2930	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32128	DOT32128	DOT	553	553-2090	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32129	DOT32129	DOT	553	553-5210	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32130	DOT32130	DOT	553	553-9190	2016	FORD	EXPLORER	SUV
DOT32134	DOT32134	DOT	553	553-3010	2016	FORD	F-150	Pickup
DOT32135	DOT32135	DOT	553	553-6690	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32136	DOT32136	DOT	553	553-1190	2016	FORD	F-150	Pickup
DOT32137	DOT32137	DOT	553	553-6690	2016	FORD	FUSION	Sedan
DOT32138	DOT32138	DOT	553	553-1100	2016	FORD	TRANSIT CONNECT	Van
DOT32139	DOT32139	DOT	553	553-9900	2016	CHEVROLET	SUBURBAN	SUV
DOT32140	DOT32140	DOT	553	553-6690	2016	FORD	FUSION	Sedan
DOT32141	DOT32141	DOT	553	553-6690	2016	FORD	FUSION	Sedan
DOT32142	DOT32142	DOT	553	553-3930	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32143	DOT32143	DOT	553	553-3900	2016	FORD	F-150	Pickup
DOT32144	DOT32144	DOT	553	553-6690	2016	FORD	FUSION	Sedan
DOT32145	DOT32145	DOT	553	553-7981	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32146	DOT32146	DOT	553	553-7961	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32148	DOT32148	DOT	553	553-8200	2011	FORD	F-250	Pickup
DOT32152	DOT32152	DOT	553	553-2480	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32153	DOT32153	DOT	553	553-6910	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32154	DOT32154	DOT	553	553-6690	2016	FORD	FUSION	Sedan
DOT32155	DOT32155	DOT	553	553-6690	2016	FORD	FUSION	Sedan
DOT32157	DOT32157	DOT	553	553-8770	2016	FORD	FOCUS	Hatchback
DOT32158	DOT32158	DOT	553	553-8960	2016	FORD	FOCUS	Hatchback
DOT32159	DOT32159	DOT	553	553-8500	2016	FORD	FUSION	Sedan
DOT32160	DOT32160	DOT	553	553-8460	2016	FORD	FUSION	Sedan
DOT32161	DOT32161	DOT	553	553-8480	2016	FORD	FUSION	Sedan
DOT32163	DOT32163	DOT	553	553-8570	2016	FORD	FUSION	Sedan
DOT32164	DOT32164	DOT	553	553-8539	2016	FORD	FUSION	Sedan
DOT32167	DOT32167	DOT	553	553-4030	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32168	DOT32168	DOT	553	553-4030	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32169	DOT32169	DOT	553	553-6900	2016	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32170	DOT32170	DOT	553	553-8200	2016	FORD	F-250	Pickup
DOT32171	DOT32171	DOT	553	553-1940	2016	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32172	DOT32172	DOT	553	553-5950	2003	FREIGHTLINER	FS65	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT32173	DOT32173	DOT	553	553-4090	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32174	DOT32174	DOT	553	553-4961	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32175	DOT32175	DOT	553	553-4961	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32176	DOT32176	DOT	553	553-4190	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32177	DOT32177	DOT	553	553-4190	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32178	DOT32178	DOT	553	553-4190	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32179	DOT32179	DOT	553	553-4901	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32180	DOT32180	DOT	553	553-4901	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32181	DOT32181	DOT	553	553-4120	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32182	DOT32182	DOT	553	553-4120	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32184	DOT32184	DOT	553	553-4120	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32185	DOT32185	DOT	553	553-3951	2016	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32186	DOT32186	DOT	553	553-8910	2016	FORD	TRANSIT T-150	Van
DOT32188	DOT32188	DOT	553	553-2190	2016	DODGE	GRAND CARAVAN	Van
DOT32189	DOT32189	DOT	553	553-4901	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32191	DOT32191	DOT	553	553-3620	2016	ALL TRAFFIC SOLUTIONS	ATS-5	Radar Speed Display
DOT32192	DOT32192	DOT	553	553-3620	2016	ALL TRAFFIC SOLUTIONS	ATS-5	Radar Speed Display
DOT32194	DOT32194	DOT	553	553-1100	2016	FORD	FUSION	Sedan
DOT32195	DOT32195	DOT	553	553-1100	2016	FORD	FUSION	Sedan

DOT32196	DOT32196	DOT	553	553-1100	2016	FORD	FUSION	Sedan
DOT32197	DOT32197	DOT	553	553-1100	2016	FORD	FUSION	Sedan
DOT32198	DOT32198	DOT	553	553-1100	2016	FORD	FUSION	Sedan
DOT32199	DOT32199	DOT	553	553-1100	2016	FORD	FUSION	Sedan
DOT32201	DOT32201	DOT	553	553-2030	2017	FORD	FUSION	Sedan
DOT32203	DOT32203	DOT	553	553-5921	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32204	DOT32204	DOT	553	553-3550	2013	CHEVROLET	IMPALA	Sedan
DOT32205	DOT32205	DOT	553	553-4380	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32208	DOT32208	DOT	553	553-7380	2013	FORD	F-150	Pickup
DOT32209	DOT32209	DOT	553	553-7960	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32211	DOT32211	DOT	553	553-1940	2006	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32212	DOT32212	DOT	553	553-1910	2000	INTERNATIONAL	3800	Heavy Duty School Bus (>= 26001 Lbs. GVWR)
DOT32213	DOT32213	DOT	553	553-1910	2012	VER-MAC	PCMS-1210	Portable Message Board
DOT32214	DOT32214	DOT	553	553-4900	2013	INTERNATIONAL	WORKSTAR 7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32215	DOT32215	DOT	553	553-1900	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32216	DOT32216	DOT	553	553-3950	2013	FORD	F-150	Pickup
DOT32217	DOT32217	DOT	553	553-3950	2013	FORD	F-150	Pickup
DOT32218	DOT32218	DOT	553	553-3190	2013	FORD	F-150	Pickup
DOT32219	DOT32219	DOT	553	553-3910	2013	FORD	F-150	Pickup
DOT32221	DOT32221	DOT	553	553-8200	2013	FORD	F-250	Pickup
DOT32222	DOT32222	DOT	553	553-6060	2013	FORD	F-150	Pickup
DOT32223	DOT32223	DOT	553	553-6060	2013	FORD	F-150	Pickup
DOT32224	DOT32224	DOT	553	553-6060	2013	FORD	F-150	Pickup
DOT32225	DOT32225	DOT	553	553-3190	2013	FORD	F-150	Pickup
DOT32226	DOT32226	DOT	553	553-3210	2013	FORD	F-150	Pickup
DOT32227	DOT32227	DOT	553	553-3381	2013	FORD	F-150	Pickup
DOT32228	DOT32228	DOT	553	553-3901	2013	FORD	F-150	Pickup
DOT32229	DOT32229	DOT	553	553-3900	2013	FORD	F-150	Pickup
DOT32230	DOT32230	DOT	553	553-3951	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32231	DOT32231	DOT	553	553-3901	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32232	DOT32232	DOT	553	553-2190	2013	FORD	F-150	Pickup
DOT32233	DOT32233	DOT	553	553-2190	2013	FORD	F-150	Pickup
DOT32234	DOT32234	DOT	553	553-2920	2013	FORD	F-150	Pickup
DOT32235	DOT32235	DOT	553	553-4960	2013	FORD	F-150	Pickup
DOT32236	DOT32236	DOT	553	553-6060	2013	FORD	F-150	Pickup
DOT32244	DOT32244	DOT	553	553-4190	2013	FORD	ECONOLINE WAGON E-150	Van
DOT32245	DOT32245	DOT	553	553-6900	2013	FORD	F-150	Pickup
DOT32246	DOT32246	DOT	553	553-6900	2013	FORD	TAURUS	Sedan
DOT32247	DOT32247	DOT	553	553-3921	2013	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32248	DOT32248	DOT	553	553-3901	2013	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32249	DOT32249	DOT	553	553-3190	2013	FORD	F-150	Pickup
DOT32250	DOT32250	DOT	553	553-3550	2013	FORD	F-150	Pickup
DOT32251	DOT32251	DOT	553	553-3931	2013	FORD	F-150	Pickup
DOT32252	DOT32252	DOT	553	553-3921	2013	FORD	F-250	Pickup
DOT32253	DOT32253	DOT	553	553-3921	2013	FORD	F-250	Pickup
DOT32254	DOT32254	DOT	553	553-5920	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32255	DOT32255	DOT	553	553-6380	2013	FORD	F-250	Pickup
DOT32256	DOT32256	DOT	553	553-6690	2013	FORD	TAURUS	Sedan
DOT32257	DOT32257	DOT	553	553-1190	2013	FORD	F-150	Pickup
DOT32258	DOT32258	DOT	553	553-4911	2013	FORD	F-150	Pickup
DOT32259	DOT32259	DOT	553	553-4911	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)

DOT32260	DOT32260	DOT	553	553-2963	2013	FORD	F-150	Pickup
DOT32261	DOT32261	DOT	553	553-2140	2013	FORD	F-150	Pickup
DOT32262	DOT32262	DOT	553	553-2060	2013	FORD	F-150	Pickup
DOT32263	DOT32263	DOT	553	553-2060	2013	FORD	F-150	Pickup
DOT32264	DOT32264	DOT	553	553-2351	2013	FORD	F-250	Pickup
DOT32265	DOT32265	DOT	553	553-2911	2013	FORD	F-150	Pickup
DOT32266	DOT32266	DOT	553	553-2190	2013	FORD	F-150	Pickup
DOT32267	DOT32267	DOT	553	553-2971	2013	FORD	F-150	Pickup
DOT32268	DOT32268	DOT	553	553-4960	2013	FORD	F-250	Pickup
DOT32269	DOT32269	DOT	553	553-3951	2013	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32270	DOT32270	DOT	553	553-2970	2013	FORD	F-250	Pickup
DOT32271	DOT32271	DOT	553	553-2925	2014	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32272	DOT32272	DOT	553	553-2100	2013	FORD	FUSION	Sedan
DOT32273	DOT32273	DOT	553	553-2010	2013	FORD	FUSION	Sedan
DOT32274	DOT32274	DOT	553	553-6060	2013	FORD	FOCUS	Sedan
DOT32275	DOT32275	DOT	553	553-8540	2013	FORD	F-150	Pickup
DOT32276	DOT32276	DOT	553	553-1910	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32277	DOT32277	DOT	553	553-1920	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32278	DOT32278	DOT	553	553-1900	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32279	DOT32279	DOT	553	553-2352	2013	FORD	F-150	Pickup
DOT32280	DOT32280	DOT	553	553-4961	2013	FORD	F-150	Pickup
DOT32281	DOT32281	DOT	553	553-4910	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32282	DOT32282	DOT	553	553-4060	2013	FORD	F-150	Pickup
DOT32283	DOT32283	DOT	553	553-6900	2013	FORD	F-150	Pickup
DOT32284	DOT32284	DOT	553	553-7981	2013	FORD	F-150	Pickup
DOT32285	DOT32285	DOT	553	553-7981	2013	FORD	F-150	Pickup
DOT32287	DOT32287	DOT	553	553-8319	2013	FORD	FUSION	Sedan
DOT32288	DOT32288	DOT	553	553-3260	2013	FORD	F-150	Pickup
DOT32289	DOT32289	DOT	553	553-2970	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32290	DOT32290	DOT	553	553-2970	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32294	DOT32294	DOT	553	553-2100	2013	FORD	F-150	Pickup
DOT32295	DOT32295	DOT	553	553-6240	2013	FORD	ECONOLINE VAN E-150	Van
DOT32296	DOT32296	DOT	553	553-6910	2013	DODGE	AVENGER	Sedan
DOT32299	DOT32299	DOT	553	553-2971	2013	FORD	F-150	Pickup
DOT32300	DOT32300	DOT	553	553-2910	2013	FORD	F-150	Pickup
DOT32301	DOT32301	DOT	553	553-2910	2013	FORD	F-150	Pickup
DOT32302	DOT32302	DOT	553	553-2970	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32303	DOT32303	DOT	553	553-4030	2014	FORD	FOCUS	Sedan
DOT32304	DOT32304	DOT	553	553-4030	2014	FORD	FOCUS	Sedan
DOT32305	DOT32305	DOT	553	553-4030	2014	FORD	FOCUS	Sedan
DOT32306	DOT32306	DOT	553	553-2930	2014	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32307	DOT32307	DOT	553	553-3921	2014	AMERICAN SIGNAL	CMS-T331C	Portable Message Board
DOT32308	DOT32308	DOT	553	553-3921	2014	AMERICAN SIGNAL	CMS-T331C	Portable Message Board
DOT32309	DOT32309	DOT	553	553-3901	2014	AMERICAN SIGNAL	CMS-T331C	Portable Message Board
DOT32310	DOT32310	DOT	553	553-3901	2014	AMERICAN SIGNAL	CMS-T331C	Portable Message Board
DOT32311	DOT32311	DOT	553	553-3951	2014	AMERICAN SIGNAL	CMS-T331C	Portable Message Board

DOT32312	DOT32312	DOT	553	553-3931	2014	AMERICAN SIGNAL	CMS-T331C	Portable Message Board
DOT32313	DOT32313	DOT	553	553-6810	2014	FORD	FOCUS	Sedan
DOT32316	DOT32316	DOT	553	553-4520	2015	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32317	DOT32317	DOT	553	553-2100	2014	FORD	F-150	Pickup
DOT32318	DOT32318	DOT	553	553-3050	2014	FORD	TRANSIT CONNECT	Van
DOT32319	DOT32319	DOT	553	553-3020	2014	FORD	TRANSIT CONNECT	Van
DOT32325	DOT32325	DOT	553	553-3950	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32326	DOT32326	DOT	553	553-3930	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32327	DOT32327	DOT	553	553-3520	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32328	DOT32328	DOT	553	553-3920	2014	RAM	1500	Pickup
DOT32329	DOT32329	DOT	553	553-3620	2014	RAM	1500	Pickup
DOT32330	DOT32330	DOT	553	553-3100	2014	RAM	1500	Pickup
DOT32331	DOT32331	DOT	553	553-3590	2014	RAM	1500	Pickup
DOT32332	DOT32332	DOT	553	553-3190	2014	RAM	1500	Pickup
DOT32333	DOT32333	DOT	553	553-3190	2014	RAM	1500	Pickup
DOT32334	DOT32334	DOT	553	553-8495	2014	CHEVROLET	EXPRESS G2500	Van
DOT32335	DOT32335	DOT	553	553-8018	2014	NISSAN	NV200	Van
DOT32336	DOT32336	DOT	553	553-4910	2015	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT32337	DOT32337	DOT	553	553-4910	2015	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT32339	DOT32339	DOT	553	553-3590	2014	RAM	1500	Pickup
DOT32340	DOT32340	DOT	553	553-1910	2015	FORD	F-650	Medium Duty (14001-26000 Lbs. GVWR)
DOT32342	DOT32342	DOT	553	553-3550	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32345	DOT32345	DOT	553	553-3931	2015	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32347	DOT32347	DOT	553	553-4901	2014	FORD	F-150	Pickup
DOT32348	DOT32348	DOT	553	553-4900	2015	CHEVROLET	SILVERADO C2500	Pickup
DOT32350	DOT32350	DOT	553	553-4901	2015	CHEVROLET	SILVERADO C2500	Pickup
DOT32352	DOT32352	DOT	553	553-3910	2014	FORD	F-150	Pickup
DOT32353	DOT32353	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT32354	DOT32354	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT32355	DOT32355	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT32356	DOT32356	DOT	553	553-1150	2014	FORD	F-150	Pickup
DOT32357	DOT32357	DOT	553	553-1190	2015	FORD	FUSION	Sedan
DOT32358	DOT32358	DOT	553	553-1100	2015	FORD	FUSION	Sedan
DOT32359	DOT32359	DOT	553	553-1100	2015	FORD	FUSION	Sedan
DOT32360	DOT32360	DOT	553	553-1100	2015	FORD	FUSION	Sedan
DOT32361	DOT32361	DOT	553	553-4911	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32362	DOT32846	DOT	553	553-4911	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32363	DOT32363	DOT	553	553-4080	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32364	DOT32364	DOT	553	553-4901	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32365	DOT32365	DOT	553	553-5130	2015	FORD	FUSION	Sedan
DOT32366	DOT32366	DOT	553	553-2551	2015	CHEVROLET	MALIBU	Sedan
DOT32367	DOT32367	DOT	553	553-2550	2015	CHEVROLET	MALIBU	Sedan
DOT32368	DOT32368	DOT	553	553-2550	2015	CHEVROLET	MALIBU	Sedan
DOT32369	DOT32369	DOT	553	553-2550	2015	CHEVROLET	MALIBU	Sedan
DOT32370	DOT32370	DOT	553	553-2040	2015	CHEVROLET	MALIBU	Sedan
DOT32371	DOT32371	DOT	553	553-2381	2015	CHEVROLET	MALIBU	Sedan
DOT32372	DOT32372	DOT	553	553-2930	2015	CHEVROLET	MALIBU	Sedan
DOT32373	DOT32373	DOT	553	553-2210	2015	CHEVROLET	MALIBU	Sedan
DOT32374	DOT32374	DOT	553	553-2620	2015	CHEVROLET	MALIBU	Sedan
DOT32375	DOT32375	DOT	553	553-2100	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32376	DOT32376	DOT	553	553-2920	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32377	DOT32377	DOT	553	553-2970	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32378	DOT32378	DOT	553	553-2100	2015	CHEVROLET	SILVERADO C2500	Pickup
DOT32379	DOT32379	DOT	553	553-2140	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32380	DOT32380	DOT	553	553-2190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32381	DOT32381	DOT	553	553-2190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32382	DOT32382	DOT	553	553-2190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32383	DOT32383	DOT	553	553-2190	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32384	DOT32384	DOT	553	553-2190	2015	CHEVROLET	SILVERADO C1500	Pickup

DOT32385	DOT32385	DOT	553	553-2040	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32386	DOT32386	DOT	553	553-5951	2015	FORD	FUSION	Sedan
DOT32387	DOT32387	DOT	553	553-5190	2014	FORD	F-150	Pickup
DOT32388	DOT32388	DOT	553	553-1900	2014	FORD	F-150	Pickup
DOT32389	DOT32389	DOT	553	553-1190	2014	FORD	F-150	Pickup
DOT32390	DOT32390	DOT	553	553-5110	2014	FORD	FOCUS	Sedan
DOT32391	DOT32391	DOT	553	553-5110	2014	FORD	FOCUS	Sedan
DOT32392	DOT32392	DOT	553	553-1100	2015	FORD	TAURUS	Sedan
DOT32393	DOT32393	DOT	553	553-1100	2015	FORD	TAURUS	Sedan
DOT32394	DOT32394	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT32395	DOT32395	DOT	553	553-3931	2014	FORD	F-150	Pickup
DOT32396	DOT32396	DOT	553	553-3190	2014	FORD	F-150	Pickup
DOT32397	DOT32397	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT32398	DOT32398	DOT	553	553-3900	2014	FORD	F-150	Pickup
DOT32399	DOT32399	DOT	553	553-3910	2014	FORD	F-150	Pickup
DOT32400	DOT32400	DOT	553	553-4911	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32401	DOT32401	DOT	553	553-4120	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32402	DOT32402	DOT	553	553-4120	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32404	DOT32404	DOT	553	553-2940	2013	FORD	FUSION	Sedan
DOT32405	DOT32405	DOT	553	553-7960	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32406	DOT32406	DOT	553	553-7980	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32407	DOT32407	DOT	553	553-7960	2013	INTERNATIONAL	DURASTAR 4300M7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32408	DOT32408	DOT	553	553-7960	2013	INTERNATIONAL	WORKSTAR 7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32409	DOT32409	DOT	553	553-7980	2013	INTERNATIONAL	WORKSTAR 7400	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32411	DOT32411	DOT	553	553-2912	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32412	DOT32412	DOT	553	553-2912	2013	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32413	DOT32413	DOT	553	553-4001	2013	FORD	ECONOLINE VAN E-150	Van
DOT32414	DOT32414	DOT	553	553-8497	2013	FORD	ECONOLINE VAN E-150	Van
DOT32415	DOT32415	DOT	553	553-8496	2013	FORD	ECONOLINE VAN E-150	Van
DOT32417	DOT32417	DOT	553	553-6060	2013	FORD	FOCUS	Sedan
DOT32418	DOT32418	DOT	553	553-6060	2013	FORD	FOCUS	Sedan
DOT32419	DOT32419	DOT	553	553-6060	2013	FORD	FOCUS	Sedan
DOT32420	DOT32420	DOT	553	553-6690	2013	FORD	FOCUS	Sedan
DOT32421	DOT32421	DOT	553	553-8380	2014	FORD	FIESTA	Sedan
DOT32422	DOT32422	DOT	553	553-8380	2014	FORD	FIESTA	Sedan
DOT32423	DOT32423	DOT	553	553-8019	2014	FORD	FIESTA	Sedan
DOT32424	DOT32424	DOT	553	553-8491	2014	FORD	FIESTA	Sedan
DOT32425	DOT32425	DOT	553	553-8960	2014	FORD	FIESTA	Hatchback
DOT32427	DOT32427	DOT	553	553-2290	2013	FORD	FUSION	Sedan
DOT32428	DOT32428	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT32429	DOT32429	DOT	553	553-1180	2014	FORD	F-150	Pickup
DOT32430	DOT32430	DOT	553	553-5930	2014	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32431	DOT32431	DOT	553	553-7960	2014	FORD	F-150	Pickup
DOT32432	DOT32432	DOT	553	553-7960	2014	FORD	F-150	Pickup
DOT32433	DOT32433	DOT	553	553-7981	2014	FORD	F-150	Pickup
DOT32434	DOT32434	DOT	553	553-7981	2014	FORD	F-150	Pickup
DOT32435	DOT32435	DOT	553	553-7981	2014	FORD	F-150	Pickup
DOT32436	DOT32436	DOT	553	553-7961	2014	FORD	FOCUS	Sedan
DOT32437	DOT32437	DOT	553	553-7961	2014	FORD	FOCUS	Sedan
DOT32438	DOT32438	DOT	553	553-7961	2014	FORD	FOCUS	Sedan
DOT32439	DOT32439	DOT	553	553-7991	2014	FORD	FOCUS	Sedan
DOT32440	DOT32440	DOT	553	553-7961	2014	FORD	FOCUS	Sedan
DOT32441	DOT32441	DOT	553	553-7981	2014	FORD	F-150	Pickup
DOT32443	DOT32443	DOT	553	553-1130	2014	FORD	F-150	Pickup
DOT32444	DOT32444	DOT	553	553-1130	2014	FORD	F-150	Pickup

DOT32445	DOT32445	DOT	553	553-1130	2014	FORD	F-150	Pickup
DOT32446	DOT32446	DOT	553	553-7961	2014	FORD	F-150	Pickup
DOT32447	DOT32447	DOT	553	553-7960	2014	FORD	F-150	Pickup
DOT32448	DOT32448	DOT	553	553-5920	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32449	DOT32449	DOT	553	553-5900	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32450	DOT32450	DOT	553	553-5950	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32451	DOT32451	DOT	553	553-7960	2014	FORD	F-150	Pickup
DOT32452	DOT32452	DOT	553	553-7961	2014	FORD	FOCUS	Sedan
DOT32453	DOT32453	DOT	553	553-2960	2015	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32457	DOT32457	DOT	553	553-3190	2014	FORD	F-150	Pickup
DOT32458	DOT32458	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT32459	DOT32459	DOT	553	553-3010	2014	FORD	F-150	Pickup
DOT32460	DOT32460	DOT	553	553-3900	2014	FORD	F-150	Pickup
DOT32461	DOT32461	DOT	553	553-3900	2014	FORD	F-150	Pickup
DOT32462	DOT32462	DOT	553	553-3140	2014	FORD	F-150	Pickup
DOT32463	DOT32463	DOT	553	553-6060	2014	FORD	F-150	Pickup
DOT32466	DOT32466	DOT	553	553-2100	2014	RAM	2500	Pickup
DOT32467	DOT32467	DOT	553	553-2190	2014	FORD	F-150	Pickup
DOT32468	DOT32468	DOT	553	553-8960	2014	FORD	FUSION	Sedan
DOT32469	DOT32469	DOT	553	553-8521	2014	FORD	FUSION	Sedan
DOT32470	DOT32470	DOT	553	553-8521	2014	FORD	FUSION	Sedan
DOT32471	DOT32471	DOT	553	553-8510	2014	FORD	FUSION	Sedan
DOT32472	DOT32472	DOT	553	553-8960	2014	FORD	FIESTA	Hatchback
DOT32474	DOT32474	DOT	553	553-8493	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32475	DOT32475	DOT	553	553-2910	2014	RAM	1500	Pickup
DOT32476	DOT32476	DOT	553	553-2921	2014	FORD	F-150	Pickup
DOT32477	DOT32477	DOT	553	553-4901	2015	FORD	F-250	Pickup
DOT32478	DOT32478	DOT	553	553-3060	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32479	DOT32479	DOT	553	553-3520	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32480	DOT32480	DOT	553	553-3530	2014	CHEVROLET	IMPALA LIMITED	Sedan
DOT32481	DOT32481	DOT	553	553-3191	2014	FORD	F-150	Pickup
DOT32482	DOT32482	DOT	553	553-3190	2014	FORD	F-150	Pickup
DOT32483	DOT32483	DOT	553	553-3192	2014	FORD	F-150	Pickup
DOT32484	DOT32484	DOT	553	553-3950	2014	FORD	F-150	Pickup
DOT32485	DOT32485	DOT	553	553-3080	2014	FORD	F-150	Pickup
DOT32486	DOT32486	DOT	553	553-3260	2014	FORD	F-150	Pickup
DOT32487	DOT32487	DOT	553	553-3080	2014	FORD	F-150	Pickup
DOT32488	DOT32488	DOT	553	553-3130	2014	FORD	F-150	Pickup
DOT32489	DOT32489	DOT	553	553-3080	2014	FORD	F-150	Pickup
DOT32490	DOT32490	DOT	553	553-5951	2014	FORD	F-150	Pickup
DOT32491	DOT32491	DOT	553	553-5951	2014	FORD	F-150	Pickup
DOT32492	DOT32492	DOT	553	553-5140	2014	FORD	F-150	Pickup
DOT32493	DOT32493	DOT	553	553-5140	2014	FORD	F-150	Pickup
DOT32494	DOT32494	DOT	553	553-5140	2014	FORD	F-150	Pickup
DOT32495	DOT32495	DOT	553	553-5190	2014	FORD	F-150	Pickup
DOT32496	DOT32496	DOT	553	553-5130	2014	FORD	F-150	Pickup
DOT32497	DOT32497	DOT	553	553-5911	2014	FORD	F-150	Pickup
DOT32498	DOT32498	DOT	553	553-1940	2014	FORD	F-150	Pickup
DOT32499	DOT32499	DOT	553	553-1190	2014	FORD	F-150	Pickup
DOT32500	DOT32500	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT32501	DOT32501	DOT	553	553-3210	2014	FORD	F-150	Pickup
DOT32503	DOT32503	DOT	553	553-2970	2015	TEXAS TRAILER	FB3330G	Trailer
DOT32504	DOT32504	DOT	553	553-4961	2015	FORD	TRANSIT T-250	Van
DOT32505	DOT32505	DOT	553	553-1940	2015	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32517	DOT32517	DOT	553	553-1190	2016	FORD	FUSION	Sedan
DOT32518	DOT32518	DOT	553	553-1100	2016	FORD	FUSION	Sedan
DOT32519	DOT32519	DOT	553	553-3140	2015	FORD	TAURUS	Sedan
DOT32521	DOT32521	DOT	553	553-1180	2016	FORD	FUSION	Sedan
DOT32522	DOT32522	DOT	553	553-3230	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32523	DOT32523	DOT	553	553-5940	1996	INTERNATIONAL	3600	Heavy Duty School Bus (>= 26001 Lbs. GVWR)

DOT32525	DOT32525	DOT	553	553-9190	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32526	DOT32526	DOT	553	553-5100	2016	FORD	FUSION	Sedan
DOT32529	DOT32529	DOT	553	553-3381	2016	CHEVROLET	SILVERADO 3500	Light Duty (10001-14000 Lbs. GVWR)
DOT32532	DOT32532	DOT	553	553-3920	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32533	DOT32533	DOT	553	553-3190	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32537	DOT32537	DOT	553	553-2100	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32538	DOT32538	DOT	553	553-2380	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32540	DOT32540	DOT	553	553-2190	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32541	DOT32541	DOT	553	553-2190	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32542	DOT32542	DOT	553	553-2910	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32543	DOT32543	DOT	553	553-3950	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32544	DOT32544	DOT	553	553-3950	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32545	DOT32545	DOT	553	553-3901	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32546	DOT32546	DOT	553	553-3901	2016	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32547	DOT32547	DOT	553	553-3901	2016	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32548	DOT32548	DOT	553	553-3931	2016	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32550	DOT32550	DOT	553	553-3931	2016	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32553	DOT32553	DOT	553	553-2971	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32554	DOT32554	DOT	553	553-2620	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32555	DOT32555	DOT	553	553-2080	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32556	DOT32556	DOT	553	553-2090	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32557	DOT32557	DOT	553	553-2190	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32558	DOT32558	DOT	553	553-2971	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32559	DOT32559	DOT	553	553-1910	2016	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32560	DOT32560	DOT	553	553-8497	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32562	DOT32562	DOT	553	553-3931	2016	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32563	DOT32563	DOT	553	553-5111	2016	FORD	FOCUS	Sedan
DOT32565	DOT32565	DOT	553	553-5111	2016	FORD	FOCUS	Sedan
DOT32567	DOT32567	DOT	553	553-7100	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32568	DOT32568	DOT	553	553-7961	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32569	DOT32569	DOT	553	553-7961	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32570	DOT32570	DOT	553	553-2590	2016	CHEVROLET	SILVERADO C2500	Pickup
DOT32571	DOT32571	DOT	553	553-5300	2016	FORD	FOCUS	Sedan
DOT32572	DOT32572	DOT	553	553-5111	2016	FORD	FOCUS	Sedan
DOT32573	DOT32573	DOT	553	553-5940	2016	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32574	DOT32574	DOT	553	553-7380	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32575	DOT32575	DOT	553	553-5190	2016	FORD	FOCUS	Sedan
DOT32576	DOT32576	DOT	553	553-5110	2016	FORD	FOCUS	Sedan
DOT32577	DOT32577	DOT	553	553-5111	2016	FORD	FOCUS	Sedan
DOT32578	DOT32578	DOT	553	553-5110	2016	FORD	FOCUS	Sedan
DOT32579	DOT32579	DOT	553	553-5190	2016	FORD	FOCUS	Sedan
DOT32580	DOT32580	DOT	553	553-5951	2016	FORD	FOCUS	Sedan
DOT32582	DOT32582	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32583	DOT32583	DOT	553	553-7981	2015	CHEVROLET	SILVERADO C1500	Pickup
DOT32584	DOT32584	DOT	553	553-1190	2016	FORD	TRANSIT CONNECT	Van
DOT32586	DOT32586	DOT	553	553-6690	2016	FORD	FOCUS	Sedan
DOT32587	DOT32587	DOT	553	553-6690	2016	CHEVROLET	SILVERADO C1500	Pickup
DOT32588	DOT32588	DOT	553	553-7981	2016	JEEP	PATRIOT	SUV
DOT32589	DOT32589	DOT	553	553-4030	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32590	DOT32590	DOT	553	553-2350	2016	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32593	DOT32593	DOT	553	553-3001	2013	FORD	TAURUS	Sedan
DOT32594	DOT32594	DOT	553	553-4030	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32595	DOT32595	DOT	553	553-4030	2016	CHEVROLET	IMPALA LIMITED	Sedan
DOT32596	DOT32596	DOT	553	553-4960	2016	CHEVROLET	SILVERADO C2500	Pickup
DOT32597	DOT32597	DOT	553	553-7981	2016	JEEP	PATRIOT	SUV
DOT32598	DOT32598	DOT	553	553-8200	2016	CHEVROLET	SILVERADO C1500	Pickup

DOT32599	DOT32599	DOT	553	553-2913	2016	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32600	DOT32600	DOT	553	553-6380	2016	FORD	F-250	Pickup
DOT32601	DOT32601	DOT	553	553-1540	2017	FORD	F-150	Pickup
DOT32602	DOT32602	DOT	553	553-4060	2017	FORD	ESCAPE	SUV
DOT32603	DOT32603	DOT	553	553-2381	2018	RAM	1500	Pickup
DOT32604	DOT32604	DOT	553	553-2971	2018	RAM	1500	Pickup
DOT32605	DOT32605	DOT	553	553-9190	2018	FORD	TAURUS	Sedan
DOT32606	DOT32606	DOT	553	553-9190	2018	FORD	TAURUS	Sedan
DOT32607	DOT32607	DOT	553	553-4190	2018	RAM	1500	Pickup
DOT32608	DOT32608	DOT	553	553-4190	2018	RAM	1500	Pickup
DOT32609	DOT32609	DOT	553	553-4090	2018	RAM	1500	Pickup
DOT32610	DOT32610	DOT	553	553-4120	2018	FORD	EXPLORER	SUV
DOT32611	DOT32611	DOT	553	553-4630	2018	RAM	1500	Pickup
DOT32612	DOT32612	DOT	553	553-4190	2018	RAM	1500	Pickup
DOT32613	DOT32613	DOT	553	553-4190	2018	RAM	1500	Pickup
DOT32614	DOT32614	DOT	553	553-4911	2018	RAM	1500	Pickup
DOT32615	DOT32615	DOT	553	553-4911	2018	RAM	1500	Pickup
DOT32616	DOT32616	DOT	553	553-2930	2018	RAM	1500	Pickup
DOT32617	DOT32617	DOT	553	553-3590	2018	RAM	1500	Pickup
DOT32618	DOT32618	DOT	553	553-4080	2018	RAM	1500	Pickup
DOT32619	DOT32619	DOT	553	553-4901	2018	RAM	1500	Pickup
DOT32620	DOT32620	DOT	553	553-4030	2018	FORD	ESCAPE	SUV
DOT32621	DOT32621	DOT	553	553-4030	2018	FORD	ESCAPE	SUV
DOT32622	DOT32622	DOT	553	553-4030	2018	FORD	ESCAPE	SUV
DOT32623	DOT32623	DOT	553	553-4190	2018	FORD	ESCAPE	SUV
DOT32624	DOT32624	DOT	553	553-4080	2018	FORD	ESCAPE	SUV
DOT32625	DOT32625	DOT	553	553-4080	2018	FORD	ESCAPE	SUV
DOT32626	DOT32626	DOT	553	553-5060	2018	RAM	1500	Pickup
DOT32627	DOT32627	DOT	553	553-5100	2018	RAM	1500	Pickup
DOT32628	DOT32628	DOT	553	553-5190	2018	RAM	1500	Pickup
DOT32629	DOT32629	DOT	553	553-5230	2018	RAM	1500	Pickup
DOT32630	DOT32630	DOT	553	553-3590	2018	RAM	1500	Pickup
DOT32631	DOT32631	DOT	553	553-4380	2018	RAM	1500	Pickup
DOT32632	DOT32632	DOT	553	553-5190	2018	RAM	1500	Pickup
DOT32633	DOT32633	DOT	553	553-6690	2017	FORD	ESCAPE	SUV
DOT32634	DOT32634	DOT	553	553-6900	2018	FORD	ESCAPE	SUV
DOT32635	DOT32635	DOT	553	553-8497	2018	RAM	1500	Pickup
DOT32636	DOT32636	DOT	553	553-8981	2018	RAM	1500	Pickup
DOT32637	DOT32637	DOT	553	553-1080	2018	FORD	F-150	Pickup
DOT32638	DOT32638	DOT	553	553-1100	2018	FORD	F-150	Pickup
DOT32639	DOT32639	DOT	553	553-1100	2018	FORD	F-150	Pickup
DOT32640	DOT32640	DOT	553	553-1190	2018	FORD	F-150	Pickup
DOT32641	DOT32641	DOT	553	553-1100	2018	FORD	F-150	Pickup
DOT32642	DOT32642	DOT	553	553-1190	2018	FORD	F-150	Pickup
DOT32643	DOT32643	DOT	553	553-9190	2018	RAM	1500	Pickup
DOT32644	DOT32644	DOT	553	553-2930	2018	RAM	1500	Pickup
DOT32645	DOT32645	DOT	553	553-4080	2018	FORD	ESCAPE	SUV
DOT32646	DOT32646	DOT	553	553-8960	2018	FORD	ESCAPE	SUV
DOT32647	DOT32647	DOT	553	553-8319	2018	FORD	ESCAPE	SUV
DOT32648	DOT32648	DOT	553	553-8780	2018	FORD	ESCAPE	SUV
DOT32649	DOT32649	DOT	553	553-8460	2018	FORD	ESCAPE	SUV
DOT32650	DOT32650	DOT	553	553-8540	2018	FORD	ESCAPE	SUV
DOT32651	DOT32651	DOT	553	553-5300	2018	FORD	FOCUS	Sedan
DOT32652	DOT32652	DOT	553	553-5911	2018	FORD	FOCUS	Sedan
DOT32653	DOT32653	DOT	553	553-5210	2018	FORD	FOCUS	Sedan
DOT32654	DOT32654	DOT	553	553-8539	2018	RAM	1500	Pickup
DOT32655	DOT32655	DOT	553	553-5951	2018	FORD	FOCUS	Sedan
DOT32656	DOT32656	DOT	553	553-1940	2018	FORD	F-150	Pickup
DOT32657	DOT32657	DOT	553	553-1190	2018	FORD	FUSION	Sedan
DOT32658	DOT32658	DOT	553	553-3901	2018	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32659	DOT32659	DOT	553	553-5210	2018	RAM	1500	Pickup
DOT32660	DOT32660	DOT	553	553-5570	2018	RAM	1500	Pickup
DOT32661	DOT32661	DOT	553	553-5900	2018	RAM	1500	Pickup
DOT32662	DOT32662	DOT	553	553-5060	2018	FORD	FUSION	Sedan
DOT32663	DOT32663	DOT	553	553-5109	2018	FORD	FUSION	Sedan

DOT32664	DOT32664	DOT	553	553-5109	2018	FORD	FUSION	Sedan
DOT32665	DOT32665	DOT	553	553-5110	2018	FORD	FUSION	Sedan
DOT32666	DOT32666	DOT	553	553-5060	2018	FORD	FUSION	Sedan
DOT32667	DOT32667	DOT	553	553-5109	2018	FORD	FUSION	Sedan
DOT32668	DOT32668	DOT	553	553-5109	2018	FORD	FUSION	Sedan
DOT32669	DOT32669	DOT	553	553-5109	2018	FORD	FUSION	Sedan
DOT32670	DOT32670	DOT	553	553-5111	2018	FORD	FUSION	Sedan
DOT32671	DOT32671	DOT	553	553-5111	2018	FORD	FUSION	Sedan
DOT32672	DOT32672	DOT	553	553-5100	2018	FORD	FUSION	Sedan
DOT32673	DOT32673	DOT	553	553-5111	2018	FORD	FUSION	Sedan
DOT32674	DOT32674	DOT	553	553-5110	2018	FORD	FUSION	Sedan
DOT32675	DOT32675	DOT	553	553-5060	2018	FORD	FUSION	Sedan
DOT32676	DOT32676	DOT	553	553-7961	2018	CHEVROLET	SILVERADO C1500	Pickup
DOT32678	DOT32678	DOT	553	553-1190	2018	FORD	F-150	Pickup
DOT32679	DOT32679	DOT	553	553-1130	2018	FORD	F-150	Pickup
DOT32680	DOT32680	DOT	553	553-3901	2018	RAM	2500	Pickup
DOT32681	DOT32681	DOT	553	553-2920	2018	RAM	2500	Pickup
DOT32682	DOT32682	DOT	553	553-3921	2018	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32683	DOT32683	DOT	553	553-4961	2018	RAM	2500	Pickup
DOT32684	DOT32684	DOT	553	553-4961	2018	RAM	2500	Pickup
DOT32687	DOT32687	DOT	553	553-7981	2018	CHEVROLET	MALIBU	Sedan
DOT32688	DOT32688	DOT	553	553-7981	2018	CHEVROLET	MALIBU	Sedan
DOT32689	DOT32689	DOT	553	553-8530	2018	FORD	FUSION	Sedan
DOT32690	DOT32690	DOT	553	553-8520	2018	FORD	FUSION	Sedan
DOT32691	DOT32691	DOT	553	553-8038	2018	FORD	FUSION	Sedan
DOT32692	DOT32692	DOT	553	553-8935	2018	FORD	FUSION	Sedan
DOT32695	DOT32695	DOT	553	553-2380	2018	FORD	F-350	Pickup
DOT32697	DOT32697	DOT	553	553-2190	2018	FORD	F-350	Pickup
DOT32698	DOT32698	DOT	553	553-7100	2018	FORD	FUSION	Sedan
DOT32700	DOT32700	DOT	553	553-2170	2018	CHEVROLET	EQUINOX	SUV
DOT32701	DOT32701	DOT	553	553-5020	2018	FORD	TRANSIT CONNECT	Van
DOT32702	DOT32702	DOT	553	553-2921	2018	FORD	SUPER DUTY F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32703	DOT32703	DOT	553	553-2930	2018	FORD	SUPER DUTY F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32704	DOT32704	DOT	553	553-7960	2019	FREIGHTLINER	114SD	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32705	DOT32705	DOT	553	553-2971	2018	RAM	1500	Pickup
DOT32707	DOT32707	DOT	553	553-2280	2018	NISSAN	VERSA	Sedan
DOT32708	DOT32708	DOT	553	553-2140	2018	NISSAN	VERSA	Sedan
DOT32709	DOT32709	DOT	553	553-5900	2003	THOMAS	FS65	Medium Duty School Bus (14001-2600 Lbs. GVWR)
DOT32710	DOT32710	DOT	553	553-3951	2018	RAM	2500	Pickup
DOT32711	DOT32711	DOT	553	553-8200	2018	CHEVROLET	IMPALA	Sedan
DOT32712	DOT32712	DOT	553	553-8200	2018	DODGE	CARAVAN	Van
DOT32714	DOT32714	DOT	553	553-2911	2019	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32715	DOT32715	DOT	553	553-2350	2018	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT32716	DOT32716	DOT	553	553-1920	2019	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32717	DOT32717	DOT	553	553-2100	2018	FORD	FUSION	Sedan
DOT32718	DOT32718	DOT	553	553-3300	2018	FORD	TAURUS	Sedan
DOT32719	DOT32719	DOT	553	553-6910	2019	FREIGHTLINER	114SD	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32720	DOT32720	DOT	553	553-6900	2018	FORD	SUPER DUTY F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32721	DOT32721	DOT	553	553-2920	2019	RAM	1500	Pickup
DOT32722	DOT32722	DOT	553	553-2970	2019	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32723	DOT32723	DOT	553	553-1900	2018	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)

DOT32724	DOT32724	DOT	553	553-2921	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32726	DOT32726	DOT	553	553-6800	2018	FORD	F-350	Pickup
DOT32728	DOT32728	DOT	553	553-9900	2019	DODGE	CARAVAN	Van
DOT32729	DOT32729	DOT	553	553-9900	2019	DODGE	CARAVAN	Van
DOT32730	DOT32730	DOT	553	553-3620	2018	FORD	TAURUS	Sedan
DOT32731	DOT32731	DOT	553	553-9900	2019	DODGE	CARAVAN	Van
DOT32732	DOT32732	DOT	553	553-9190	2019	DODGE	CARAVAN	Van
DOT32733	DOT32733	DOT	553	553-9190	2019	DODGE	CARAVAN	Van
DOT32734	DOT32734	DOT	553	553-8200	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32735	DOT32735	DOT	553	553-3100	2019	RAM	1500	Pickup
DOT32738	DOT32738	DOT	553	553-3130	2019	RAM	1500	Pickup
DOT32739	DOT32739	DOT	553	553-9190	2019	DODGE	CARAVAN	Van
DOT32740	DOT32740	DOT	553	553-5210	2018	FORD	F-250 SUPER DUTY	Pickup
DOT32741	DOT32741	DOT	553	553-8200	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32742	DOT32742	DOT	553	553-8200	2019	FORD	TRANSIT T-150	Van
DOT32743	DOT32743	DOT	553	553-8200	2019	FORD	TRANSIT T-350	Van
DOT32744	DOT32744	DOT	553	553-5030	2019	DODGE	CHARGER	Sedan
DOT32745	DOT32745	DOT	553	553-5030	2019	DODGE	CHARGER	Sedan
DOT32746	DOT32746	DOT	553	553-5030	2019	DODGE	CHARGER	Sedan
DOT32747	DOT32747	DOT	553	553-5020	2018	CHEVROLET	CRUZE	Sedan
DOT32748	DOT32748	DOT	553	553-5260	2018	CHEVROLET	CRUZE	Sedan
DOT32749	DOT32749	DOT	553	553-5111	2019	CHEVROLET	CRUZE	Sedan
DOT32750	DOT32750	DOT	553	553-5901	2019	CHEVROLET	CRUZE	Sedan
DOT32751	DOT32751	DOT	553	553-5901	2019	CHEVROLET	SILVERADO	Pickup
DOT32752	DOT32752	DOT	553	553-5901	2019	CHEVROLET	SILVERADO	Pickup
DOT32753	DOT32753	DOT	553	553-4961	2019	RAM	1500	Pickup
DOT32754	DOT32754	DOT	553	553-4090	2019	RAM	1500	Pickup
DOT32755	DOT32755	DOT	553	553-4090	2019	RAM	1500	Pickup
DOT32756	DOT32756	DOT	553	553-4961	2019	RAM	1500	Pickup
DOT32757	DOT32757	DOT	553	553-4961	2019	RAM	1500	Pickup
DOT32758	DOT32758	DOT	553	553-1080	2019	DODGE	GRAND CARAVAN	Van
DOT32759	DOT32759	DOT	553	553-1030	2019	DODGE	GRAND CARAVAN	Van
DOT32760	DOT32760	DOT	553	553-5150	2019	CHEVROLET	SILVERADO	Pickup
DOT32761	DOT32761	DOT	553	553-5950	2019	CHEVROLET	SILVERADO	Pickup
DOT32762	DOT32762	DOT	553	553-5901	2019	CHEVROLET	SILVERADO	Pickup
DOT32764	DOT32764	DOT	553	553-2550	2019	RAM	1500	Pickup
DOT32765	DOT32765	DOT	553	553-2030	2019	DODGE	CARAVAN	Van
DOT32766	DOT32766	DOT	553	553-2100	2019	DODGE	CARAVAN	Van
DOT32767	DOT32767	DOT	553	553-2190	2019	RAM	1500	Pickup
DOT32768	DOT32768	DOT	553	553-2190	2019	RAM	1500	Pickup
DOT32769	DOT32769	DOT	553	553-2190	2019	RAM	1500	Pickup
DOT32770	DOT32770	DOT	553	553-5930	2019	CHEVROLET	SILVERADO	Pickup
DOT32771	DOT32771	DOT	553	553-5930	2019	CHEVROLET	SILVERADO	Pickup
DOT32772	DOT32772	DOT	553	553-5941	2019	CHEVROLET	SILVERADO	Pickup
DOT32773	DOT32773	DOT	553	553-5941	2019	CHEVROLET	SILVERADO	Pickup
DOT32774	DOT32774	DOT	553	553-4901	2019	RAM	1500	Pickup
DOT32775	DOT32775	DOT	553	553-1100	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32776	DOT32776	DOT	553	553-3930	2019	FORD	TAURUS	Sedan
DOT32777	DOT32777	DOT	553	553-3030	2019	FORD	TAURUS	Sedan
DOT32778	DOT32778	DOT	553	553-3010	2019	FORD	TAURUS	Sedan
DOT32779	DOT32779	DOT	553	553-3030	2019	FORD	TAURUS	Sedan
DOT32780	DOT32780	DOT	553	553-1180	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32781	DOT32781	DOT	553	553-1100	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32782	DOT32782	DOT	553	553-1180	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32783	DOT32783	DOT	553	553-1080	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32784	DOT32784	DOT	553	553-1150	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32786	DOT32786	DOT	553	553-3901	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32787	DOT32787	DOT	553	553-5910	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32788	DOT32788	DOT	553	553-5911	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32789	DOT32789	DOT	553	553-5911	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32790	DOT32790	DOT	553	553-2963	2019	RAM	1500	Pickup
DOT32791	DOT32791	DOT	553	553-2963	2019	RAM	1500	Pickup
DOT32792	DOT32792	DOT	553	553-2963	2019	RAM	1500	Pickup
DOT32794	DOT32794	DOT	553	553-1150	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32795	DOT32795	DOT	553	553-1130	2019	CHEVROLET	SILVERADO 1500	Pickup

DOT32796	DOT32796	DOT	553	553-1180	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32797	DOT32797	DOT	553	553-4911	2019	RAM	1500	Pickup
DOT32798	DOT32798	DOT	553	553-4300	2019	RAM	1500	Pickup
DOT32799	DOT32799	DOT	553	553-4080	2019	RAM	1500	Pickup
DOT32800	DOT32800	DOT	553	553-4901	2019	RAM	1500	Pickup
DOT32801	DOT32801	DOT	553	553-4901	2019	RAM	1500	Pickup
DOT32802	DOT32802	DOT	553	553-4901	2019	RAM	1500	Pickup
DOT32803	DOT32803	DOT	553	553-4911	2019	RAM	1500	Pickup
DOT32804	DOT32804	DOT	553	553-4520	2019	RAM	1500	Pickup
DOT32805	DOT32805	DOT	553	553-4911	2019	RAM	1500	Pickup
DOT32806	DOT32806	DOT	553	553-4120	2019	RAM	1500	Pickup
DOT32807	DOT32807	DOT	553	553-4120	2019	RAM	1500	Pickup
DOT32808	DOT32808	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT32809	DOT32809	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT32810	DOT32810	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT32811	DOT32811	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT32814	DOT32814	DOT	553	553-2931	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32815	DOT32815	DOT	553	553-3921	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32816	DOT32816	DOT	553	553-2550	2019	CHEVROLET	CRUZE	Sedan
DOT32817	DOT32817	DOT	553	553-2550	2019	CHEVROLET	CRUZE	Sedan
DOT32818	DOT32818	DOT	553	553-8319	2019	DODGE	CARAVAN	Van
DOT32819	DOT32819	DOT	553	553-8539	2019	DODGE	CARAVAN	Van
DOT32820	DOT32820	DOT	553	553-3550	2019	FORD	TAURUS	Sedan
DOT32821	DOT32821	DOT	553	553-3920	2019	RAM	1500	Pickup
DOT32822	DOT32822	DOT	553	553-5190	2019	CHEVROLET	SILVERADO	Pickup
DOT32823	DOT32823	DOT	553	553-5190	2019	CHEVROLET	SILVERADO	Pickup
DOT32824	DOT32824	DOT	553	553-6900	2019	FORD	F-150	Pickup
DOT32825	DOT32825	DOT	553	553-6910	2019	FORD	F-150	Pickup
DOT32826	DOT32826	DOT	553	553-6910	2019	FORD	F-150	Pickup
DOT32827	DOT32827	DOT	553	553-1190	2019	FORD	TAURUS	Sedan
DOT32828	DOT32828	DOT	553	553-1150	2019	CHEVROLET	EQUINOX	SUV
DOT32829	DOT32829	DOT	553	553-7981	2019	CHEVROLET	SILVERADO	Pickup
DOT32830	DOT32830	DOT	553	553-3592	2019	RAM	1500	Pickup
DOT32831	DOT32831	DOT	553	553-3260	2019	RAM	1500	Pickup
DOT32832	DOT32832	DOT	553	553-3900	2019	RAM	1500	Pickup
DOT32833	DOT32833	DOT	553	553-3210	2019	RAM	1500	Pickup
DOT32834	DOT32834	DOT	553	553-3190	2019	RAM	1500	Pickup
DOT32835	DOT32835	DOT	553	553-3192	2019	RAM	1500	Pickup
DOT32836	DOT32836	DOT	553	553-3930	2019	RAM	1500	Pickup
DOT32837	DOT32837	DOT	553	553-3050	2019	RAM	1500	Pickup
DOT32838	DOT32838	DOT	553	553-3900	2019	RAM	1500	Pickup
DOT32839	DOT32839	DOT	553	553-2460	2019	FORD	FUSION	Sedan
DOT32840	DOT32840	DOT	553	553-2270	2019	FORD	FUSION	Sedan
DOT32841	DOT32841	DOT	553	553-2381	2019	FORD	FUSION	Sedan
DOT32842	DOT32842	DOT	553	553-2190	2019	FORD	ESCAPE	SUV
DOT32843	DOT32843	DOT	553	553-2020	2019	FORD	ESCAPE	SUV
DOT32844	DOT32844	DOT	553	553-2030	2019	RAM	1500	Pickup
DOT32845	DOT32845	DOT	553	553-2060	2019	JEEP	GRAND CHEROKEE LAREDO	SUV
DOT32847	DOT32847	DOT	553	553-2963	2019	RAM	1500	Pickup
DOT32848	DOT32848	DOT	553	553-2080	2019	RAM	1500	Pickup
DOT32849	DOT32849	DOT	553	553-2910	2019	RAM	1500	Pickup
DOT32850	DOT32850	DOT	553	553-3050	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32851	DOT32851	DOT	553	553-3060	2019	FORD	EXPLORER	SUV
DOT32852	DOT32852	DOT	553	553-3100	2019	FORD	EXPEDITION	SUV
DOT32853	DOT32853	DOT	553	553-3951	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32854	DOT32854	DOT	553	553-8200	2019	FORD	F-150	Pickup
DOT32856	DOT32856	DOT	553	553-2160	2019	FORD	FUSION	Sedan
DOT32857	DOT32857	DOT	553	553-2500	2019	FORD	FUSION	Sedan
DOT32858	DOT32858	DOT	553	553-2520	2019	DODGE	CARAVAN	Van
DOT32859	DOT32859	DOT	553	553-7961	2019	CHEVROLET	SILVERADO	Pickup
DOT32860	DOT32860	DOT	553	553-8200	2019	FORD	TRANSIT T-150	Van
DOT32861	DOT32861	DOT	553	553-1130	2019	CHEVROLET	SILVERADO 1500	Pickup
DOT32862	DOT32862	DOT	553	553-2100	2019	FORD	F-250 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)

DOT32863	DOT32863	DOT	553	553-5931	2019	CHEVROLET	SILVERADO	Pickup
DOT32867	DOT32867	DOT	553	553-2100	2019	RAM	1500	Pickup
DOT32868	DOT32868	DOT	553	553-2100	2019	RAM	1500	Pickup
DOT32869	DOT32869	DOT	553	553-4190	2019	RAM	PROMASTER	Van
DOT32870	DOT32870	DOT	553	553-6690	2019	FORD	ESCAPE	SUV
DOT32871	DOT32871	DOT	553	553-6060	2019	FORD	ESCAPE	SUV
DOT32872	DOT32872	DOT	553	553-6900	2019	FORD	ESCAPE	SUV
DOT32873	DOT32873	DOT	553	553-6030	2019	FORD	FUSION	Sedan
DOT32874	DOT32874	DOT	553	553-2080	2019	RAM	1500	Pickup
DOT32875	DOT32875	DOT	553	553-2550	2019	RAM	1500	Pickup
DOT32876	DOT32876	DOT	553	553-2920	2019	RAM	1500	Pickup
DOT32877	DOT32877	DOT	553	553-1910	2019	CHEVROLET	SILVERADO	Pickup
DOT32878	DOT32878	DOT	553	553-8319	2019	CHEVROLET	EQUINOX	SUV
DOT32879	DOT32879	DOT	553	553-8539	2019	CHEVROLET	EQUINOX	SUV
DOT32882	DOT32882	DOT	553	553-4960	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32884	DOT32884	DOT	553	553-8020	2019	FORD	TAURUS	Sedan
DOT32885	DOT32885	DOT	553	553-8530	2019	FORD	TAURUS	Sedan
DOT32886	DOT32886	DOT	553	553-8935	2019	FORD	TAURUS	Sedan
DOT32887	DOT32887	DOT	553	553-4001	2019	FORD	ESCAPE	SUV
DOT32888	DOT32888	DOT	553	553-8960	2019	FORD	ESCAPE	SUV
DOT32889	DOT32889	DOT	553	553-8460	2019	FORD	ESCAPE	SUV
DOT32890	DOT32890	DOT	553	553-8540	2019	FORD	ESCAPE	SUV
DOT32892	DOT32892	DOT	553	553-8494	2019	RAM	PROMASTER	Van
DOT32893	DOT32893	DOT	553	553-8490	2019	RAM	PROMASTER	Van
DOT32895	DOT32895	DOT	553	553-5620	2019	CHEVROLET	SILVERADO	Pickup
DOT32896	DOT32896	DOT	553	553-5620	2019	CHEVROLET	SILVERADO	Pickup
DOT32897	DOT32897	DOT	553	553-5100	2019	CHEVROLET	SILVERADO	Pickup
DOT32899	DOT32899	DOT	553	553-2080	2019	RAM	1500	Pickup
DOT32900	DOT32900	DOT	553	553-4911	2019	RAM	2500	Pickup
DOT32901	DOT32901	DOT	553	553-8960	2019	CHEVROLET	OTHER	SUV
DOT32902	DOT32902	DOT	553	553-8520	2019	CHEVROLET	EQUINOX	SUV
DOT32903	DOT32903	DOT	553	553-8780	2019	CHEVROLET	MALIBU	Sedan
DOT32904	DOT32904	DOT	553	553-8028	2019	CHEVROLET	MALIBU	Sedan
DOT32905	DOT32905	DOT	553	553-8960	2019	CHEVROLET	MALIBU	Sedan
DOT32906	DOT32906	DOT	553	553-7100	2019	FORD	F-150	Pickup
DOT32907	DOT32907	DOT	553	553-2931	2019	RAM	2500	Pickup
DOT32908	DOT32908	DOT	553	553-7980	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32909	DOT32909	DOT	553	553-7981	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32910	DOT32910	DOT	553	553-7961	2019	FORD	ESCAPE	SUV
DOT32911	DOT32911	DOT	553	553-7100	2019	FORD	ESCAPE	SUV
DOT32912	DOT32912	DOT	553	553-7380	2019	FORD	ESCAPE	SUV
DOT32915	DOT32915	DOT	553	553-1540	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32916	DOT32916	DOT	553	553-2353	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32918	DOT32918	DOT	553	553-2031	2019	RAM	1500	Pickup
DOT32919	DOT32919	DOT	553	553-2921	2019	RAM	3500	Light Duty (10001-14000 Lbs. GVWR)
DOT32920	DOT32920	DOT	553	553-5911	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32922	DOT32922	DOT	553	553-2351	2019	RAM	2500	Pickup
DOT32924	DOT32924	DOT	553	553-6900	2020	FREIGHTLINER	114SD	Heavy Duty (>= 26001 Lbs. GVWR)
DOT32925	DOT32925	DOT	553	553-7991	2019	FORD	FUSION	Sedan
DOT32926	DOT32926	DOT	553	553-7100	2019	FORD	FUSION	Sedan
DOT32927	DOT32927	DOT	553	553-7100	2019	FORD	FUSION	Sedan
DOT32928	DOT32928	DOT	553	553-5930	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32930	DOT32930	DOT	553	553-3100	2019	RAM	2500	Pickup
DOT32931	DOT32931	DOT	553	553-3260	2019	RAM	2500	Pickup
DOT32932	DOT32932	DOT	553	553-1920	2019	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT32934	DOT32934	DOT	553	553-2590	2019	RAM	2500	Pickup
DOT32935	DOT32935	DOT	553	553-8493	2019	FORD	TAURUS	Sedan
DOT32936	DOT32936	DOT	553	553-2911	2019	RAM	2500	Pickup
DOT32937	DOT32937	DOT	553	553-2381	2019	RAM	2500	Pickup
DOT32938	DOT32938	DOT	553	553-2360	2019	FORD	F-250 SUPER DUTY	Pickup
DOT32939	DOT32939	DOT	553	553-7961	2019	FORD	F-150	Pickup

DOT32940	DOT32940	DOT	553	553-7961	2019	FORD	F-150	Pickup
DOT32941	DOT32941	DOT	553	553-5910	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32942	DOT32942	DOT	553	553-7100	2019	FORD	FUSION	Sedan
DOT32943	DOT32943	DOT	553	553-7100	2019	FORD	FUSION	Sedan
DOT32945	DOT32945	DOT	553	553-8200	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT32946	DOT32946	DOT	553	553-8981	2020	CHEVROLET	MALIBU	Sedan
DOT32947	DOT32947	DOT	553	553-8960	2020	CHEVROLET	MALIBU	Sedan
DOT32948	DOT32948	DOT	553	553-8380	2020	CHEVROLET	MALIBU	Sedan
DOT32949	DOT32949	DOT	553	553-2190	2019	DODGE	GRAND CARAVAN	Van
DOT32950	DOT32950	DOT	553	553-2963	2019	RAM	1500	Pickup
DOT32951	DOT32951	DOT	553	553-2080	2019	RAM	1500	Pickup
DOT32952	DOT32952	DOT	553	553-2190	2020	CHEVROLET	EQUINOX	SUV
DOT33003	DOT33003	DOT	553	553-2190	2020	CHEVROLET	EQUINOX	SUV
DOT33004	DOT33004	DOT	553	553-2190	2020	CHEVROLET	EQUINOX	SUV
DOT33005	DOT33005	DOT	553	553-2190	2020	CHEVROLET	EQUINOX	SUV
DOT33006	DOT33006	DOT	553	553-2500	2020	CHEVROLET	EQUINOX	SUV
DOT33009	DOT33009	DOT	553	553-1100	2020	JEEP	CHEROKEE LATITUDE	SUV
DOT33010	DOT33010	DOT	553	553-1100	2020	JEEP	CHEROKEE LATITUDE	SUV
DOT33011	DOT33011	DOT	553	553-3620	2020	CHEVROLET	EQUINOX	SUV
DOT33012	DOT33012	DOT	553	553-3080	2020	CHEVROLET	EQUINOX	SUV
DOT33013	DOT33013	DOT	553	553-3190	2020	CHEVROLET	EQUINOX	SUV
DOT33014	DOT33014	DOT	553	553-3080	2020	CHEVROLET	EQUINOX	SUV
DOT33015	DOT33015	DOT	553	553-8200	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33016	DOT33016	DOT	553	553-1260	2020	CHEVROLET	EXPRESS 3500	Van
DOT33017	DOT33017	DOT	553	553-1100	2020	CHEVROLET	EQUINOX	SUV
DOT33018	DOT33018	DOT	553	553-3300	2020	FORD	EXPEDITION	SUV
DOT33019	DOT33019	DOT	553	553-2911	2019	RAM	1500	Pickup
DOT33020	DOT33020	DOT	553	553-2950	2019	RAM	1500	Pickup
DOT33021	DOT33021	DOT	553	553-2100	2019	RAM	1500	Pickup
DOT33022	DOT33022	DOT	553	553-2920	2019	RAM	1500	Pickup
DOT33023	DOT33023	DOT	553	553-2930	2019	RAM	1500	Pickup
DOT33024	DOT33024	DOT	553	553-2100	2019	RAM	1500	Pickup
DOT33025	DOT33025	DOT	553	553-2190	2019	RAM	1500	Pickup
DOT33026	DOT33026	DOT	553	553-4911	2019	RAM	2500	Pickup
DOT33027	DOT33027	DOT	553	553-4961	2019	RAM	2500	Pickup
DOT33028	DOT33028	DOT	553	553-4901	2019	RAM	2500	Pickup
DOT33029	DOT33029	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT33030	DOT33030	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT33031	DOT33031	DOT	553	553-4090	2019	RAM	1500	Pickup
DOT33032	DOT33032	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT33033	DOT33033	DOT	553	553-2940	2019	RAM	1500	Pickup
DOT33034	DOT33034	DOT	553	553-2931	2019	RAM	1500	Pickup
DOT33035	DOT33035	DOT	553	553-1080	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33036	DOT33036	DOT	553	553-1130	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33037	DOT33037	DOT	553	553-1100	2020	CHEVROLET	EQUINOX	SUV
DOT33038	DOT33038	DOT	553	553-4190	2019	JEEP	COMPASS	SUV
DOT33039	DOT33039	DOT	553	553-5381	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33040	DOT33040	DOT	553	553-5100	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33041	DOT33041	DOT	553	553-5100	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33042	DOT33042	DOT	553	553-5140	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33043	DOT33043	DOT	553	553-2921	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33045	DOT33045	DOT	553	553-4090	2019	RAM	1500	Pickup
DOT33046	DOT33046	DOT	553	553-4030	2020	FORD	FUSION	Sedan
DOT33047	DOT33047	DOT	553	553-4190	2019	RAM	1500	Pickup
DOT33048	DOT33048	DOT	553	553-4520	2019	RAM	1500	Pickup
DOT33050	DOT33050	DOT	553	553-5900	2020	FORD	F-250	Pickup
DOT33051	DOT33051	DOT	553	553-5900	2020	FORD	F-150	Pickup
DOT33052	DOT33052	DOT	553	553-9900	2020	CHEVROLET	TAHOE	SUV
DOT33053	DOT33053	DOT	553	553-9900	2020	DODGE	CHARGER	Sedan
DOT33054	DOT33054	DOT	553	553-1940	2020	FORD	F-150	Pickup
DOT33055	DOT33055	DOT	553	553-1940	2020	FORD	F-150	Pickup
DOT33056	DOT33056	DOT	553	553-1190	2020	FORD	F-150	Pickup

DOT33057	DOT33057	DOT	553	553-7980	2020	FORD	F-250	Pickup
DOT33058	DOT33058	DOT	553	553-1080	2020	FORD	F-150	Pickup
DOT33059	DOT33059	DOT	553	553-1100	2020	FORD	F-150	Pickup
DOT33060	DOT33060	DOT	553	553-1190	2020	FORD	F-150	Pickup
DOT33061	DOT33061	DOT	553	553-1100	2020	CHEVROLET	EQUINOX	SUV
DOT33062	DOT33062	DOT	553	553-1190	2020	CHEVROLET	EQUINOX	SUV
DOT33063	DOT33063	DOT	553	553-1180	2020	CHEVROLET	EQUINOX	SUV
DOT33064	DOT33064	DOT	553	553-5109	2020	CHEVROLET	MALIBU	Sedan
DOT33065	DOT33065	DOT	553	553-5111	2020	CHEVROLET	MALIBU	Sedan
DOT33066	DOT33066	DOT	553	553-5901	2020	CHEVROLET	MALIBU	Sedan
DOT33067	DOT33067	DOT	553	553-5030	2020	CHEVROLET	MALIBU	Sedan
DOT33068	DOT33068	DOT	553	553-5110	2020	CHEVROLET	MALIBU	Sedan
DOT33069	DOT33069	DOT	553	553-5030	2020	CHEVROLET	MALIBU	Sedan
DOT33070	DOT33070	DOT	553	553-5381	2020	CHEVROLET	MALIBU	Sedan
DOT33071	DOT33071	DOT	553	553-8200	2020	DODGE	CHARGER	Sedan
DOT33072	DOT33072	DOT	553	553-2550	2020	CHEVROLET	MALIBU	Sedan
DOT33073	DOT33073	DOT	553	553-2030	2020	CHEVROLET	MALIBU	Sedan
DOT33074	DOT33074	DOT	553	553-2100	2020	CHEVROLET	MALIBU	Sedan
DOT33075	DOT33075	DOT	553	553-2080	2020	CHEVROLET	MALIBU	Sedan
DOT33077	DOT33077	DOT	553	553-9900	2020	DODGE	GRAND CARAVAN	Van
DOT33078	DOT33078	DOT	553	553-9190	2020	DODGE	GRAND CARAVAN	Van
DOT33079	DOT33079	DOT	553	553-9190	2020	DODGE	GRAND CARAVAN	Van
DOT33080	DOT33080	DOT	553	553-8530	2020	CHEVROLET	EQUINOX	SUV
DOT33081	DOT33081	DOT	553	553-8530	2020	CHEVROLET	EQUINOX	SUV
DOT33082	DOT33082	DOT	553	553-8530	2020	CHEVROLET	EQUINOX	SUV
DOT33083	DOT33083	DOT	553	553-8492	2020	CHEVROLET	EQUINOX	SUV
DOT33084	DOT33084	DOT	553	553-8530	2020	CHEVROLET	EQUINOX	SUV
DOT33085	DOT33085	DOT	553	553-8492	2020	CHEVROLET	EQUINOX	SUV
DOT33086	DOT33086	DOT	553	553-2360	2020	FORD	F-250	Pickup
DOT33087	DOT33087	DOT	553	553-4960	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT33088	DOT33088	DOT	553	553-4911	2020	RAM	1500	Pickup
DOT33089	DOT33089	DOT	553	553-4120	2020	RAM	1500	Pickup
DOT33090	DOT33090	DOT	553	553-4120	2020	RAM	1500	Pickup
DOT33091	DOT33091	DOT	553	553-4911	2020	RAM	1500	Pickup
DOT33092	DOT33092	DOT	553	553-4961	2020	RAM	1500	Pickup
DOT33093	DOT33093	DOT	553	553-4961	2020	RAM	1500	Pickup
DOT33094	DOT33094	DOT	553	553-4901	2020	RAM	1500	Pickup
DOT33095	DOT33095	DOT	553	553-4901	2020	RAM	1500	Pickup
DOT33096	DOT33096	DOT	553	553-4901	2020	RAM	1500	Pickup
DOT33097	DOT33097	DOT	553	553-4901	2020	RAM	1500	Pickup
DOT33098	DOT33098	DOT	553	553-9190	2020	FORD	F-150	Pickup
DOT33099	DOT33099	DOT	553	553-5100	2020	RAM	1500	Pickup
DOT33100	DOT33100	DOT	553	553-6910	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33101	DOT33101	DOT	553	553-6910	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33102	DOT33102	DOT	553	553-6690	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33103	DOT33103	DOT	553	553-7981	2020	FORD	F-250	Pickup
DOT33104	DOT33104	DOT	553	553-7980	2020	FORD	F-250	Pickup
DOT33105	DOT33105	DOT	553	553-2960	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33107	DOT33107	DOT	553	553-2911	2020	RAM	1500	Pickup
DOT33108	DOT33108	DOT	553	553-2921	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33109	DOT33109	DOT	553	553-2350	2020	FORD	F-250	Pickup
DOT33110	DOT33110	DOT	553	553-1100	2020	DODGE	CHARGER	Sedan
DOT33111	DOT33111	DOT	553	553-2960	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33112	DOT33112	DOT	553	553-2190	2020	FORD	F-250	Pickup
DOT33113	DOT33113	DOT	553	553-8530	2020	TOYOTA	COROLLA	Sedan
DOT33114	DOT33114	DOT	553	553-8019	2020	TOYOTA	COROLLA	Sedan
DOT33115	DOT33115	DOT	553	553-8530	2020	TOYOTA	COROLLA	Sedan
DOT33116	DOT33116	DOT	553	553-3190	2020	RAM	1500	Pickup
DOT33117	DOT33117	DOT	553	553-6910	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33118	DOT33118	DOT	553	553-6900	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33119	DOT33119	DOT	553	553-6210	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33120	DOT33120	DOT	553	553-6900	2020	FORD	F-250	Pickup
DOT33121	DOT33121	DOT	553	553-3951	2020	RAM	3500	Light Duty (10001-14000 Lbs. GVWR)

DOT33122	DOT33122	DOT	553	553-6690	2020	FORD	FUSION	Sedan
DOT33123	DOT33123	DOT	553	553-1100	2020	FORD	FUSION	Sedan
DOT33124	DOT33124	DOT	553	553-5130	2020	FORD	F-150	Pickup
DOT33125	DOT33125	DOT	553	553-5111	2020	FORD	F-150	Pickup
DOT33126	DOT33126	DOT	553	553-5921	2020	FORD	F-150	Pickup
DOT33127	DOT33127	DOT	553	553-9950	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33129	DOT33129	DOT	553	553-1180	2020	FORD	FUSION	Sedan
DOT33130	DOT33130	DOT	553	553-6900	2020	CHEVROLET	SILVERADO 1500	Pickup
DOT33131	DOT33131	DOT	553	553-1030	2020	FORD	FUSION	Sedan
DOT33132	DOT33132	DOT	553	553-5941	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33133	DOT33133	DOT	553	553-2360	2020	FORD	F-250	Pickup
DOT33134	DOT33134	DOT	553	553-5940	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33135	DOT33135	DOT	553	553-6690	2020	FORD	EXPLORER	SUV
DOT33136	DOT33136	DOT	553	553-7991	2020	FORD	FUSION	Sedan
DOT33138	DOT33138	DOT	553	553-6690	2020	FORD	FUSION	Sedan
DOT33139	DOT33139	DOT	553	553-2060	2020	RAM	1500	Pickup
DOT33140	DOT33140	DOT	553	553-2070	2020	RAM	1500	Pickup
DOT33143	DOT33143	DOT	553	553-3921	2020	RAM	1500	Pickup
DOT33144	DOT33144	DOT	553	553-3900	2020	RAM	1500	Pickup
DOT33145	DOT33145	DOT	553	553-3130	2020	RAM	1500	Pickup
DOT33146	DOT33146	DOT	553	553-3950	2020	RAM	1500	Pickup
DOT33147	DOT33147	DOT	553	553-3930	2020	RAM	1500	Pickup
DOT33148	DOT33148	DOT	553	553-3900	2020	RAM	1500	Pickup
DOT33151	DOT33151	DOT	553	553-3931	2020	RAM	1500	Pickup
DOT33152	DOT33152	DOT	553	553-3620	2020	RAM	1500	Pickup
DOT33153	DOT33153	DOT	553	553-3930	2020	RAM	1500	Pickup
DOT33154	DOT33154	DOT	553	553-2351	2020	FORD	F-350	Pickup
DOT33155	DOT33155	DOT	553	553-2351	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33156	DOT33156	DOT	553	553-7590	2020	FORD	F-350	Light Duty (10001-14000 Lbs. GVWR)
DOT33157	DOT33157	DOT	553	553-6900	2020	FORD	F-250	Pickup
DOT33158	DOT33158	DOT	553	553-3900	2020	RAM	1500	Pickup
DOT33159	DOT33159	DOT	553	553-3920	2020	RAM	1500	Pickup
DOT33160	DOT33160	DOT	553	553-3300	2020	RAM	1500	Pickup
DOT33161	DOT33161	DOT	553	553-2080	2020	RAM	1500	Pickup
DOT33162	DOT33162	DOT	553	553-5950	2020	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33163	DOT33163	DOT	553	553-5930	2020	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33164	DOT33164	DOT	553	553-7961	2020	FORD	ESCAPE	SUV
DOT33165	DOT33165	DOT	553	553-7100	2020	FORD	ESCAPE	SUV
DOT33167	DOT33167	DOT	553	553-7961	2020	FORD	F-150	Pickup
DOT33170	DOT33170	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33171	DOT33171	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33172	DOT33172	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33173	DOT33173	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33174	DOT33174	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33175	DOT33175	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33176	DOT33176	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33177	DOT33177	DOT	553	553-8495	2020	FORD	ESCAPE	SUV
DOT33178	DOT33178	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33184	DOT33184	DOT	553	553-2940	2020	RAM	1500	Pickup
DOT33185	DOT33185	DOT	553	553-3210	2020	RAM	1500	Pickup
DOT33186	DOT33186	DOT	553	553-6900	2020	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33187	DOT33187	DOT	553	553-6910	2020	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33188	DOT33188	DOT	553	553-2210	2020	CHEVROLET	MALIBU	Sedan
DOT33189	DOT33189	DOT	553	553-1100	2020	DODGE	CHARGER	Sedan
DOT33190	DOT33190	DOT	553	553-7100	2020	FORD	EXPEDITION	SUV

DOT33191	DOT33191	DOT	553	553-3300	2020	RAM	1500	Pickup
DOT33192	DOT33192	DOT	553	553-8530	2020	FORD	ESCAPE	SUV
DOT33195	DOT33195	DOT	553	553-8200	2020	FORD	TRANSIT T-350	Van
DOT33197	DOT33197	DOT	553	553-3921	2021	FORD	F-550	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33199	DOT33199	DOT	553	553-9900	2021	FORD	EXPEDITION	SUV
DOT33201	DOT33201	DOT	553	553-1910	2020	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33202	DOT33434	DOT	553	553-8200	2021	FORD	TRANSIT T-350	Van
DOT33203	DOT33203	DOT	553	553-7100	2022	FORD	ESCAPE	SUV
DOT33204	DOT33204	DOT	553	553-7100	2022	FORD	EXPLORER	SUV
DOT33205	DOT33205	DOT	553	553-9190	2022	FORD	ESCAPE	SUV
DOT33206	DOT33206	DOT	553	553-6900	2022	FORD	F-150	Pickup
DOT33207	DOT33207	DOT	553	553-6910	2022	FORD	F-150	Pickup
DOT33208	DOT33208	DOT	553	553-5910	2022	FORD	F250 4X4 SRW	Truck
DOT33209	DOT33209	DOT	553	553-2570	2022	FORD	F-150	Pickup
DOT33210	DOT33210	DOT	553	553-6910	2022	FORD	F-150	Pickup
DOT33211	DOT33211	DOT	553	553-1030	2022	TOYOTA	CAMRY	Sedan
DOT33212	DOT33212	DOT	553	553-7981	2022	FORD	ESCAPE	SUV
DOT33213	DOT33213	DOT	553	553-7961	2022	FORD	ESCAPE	SUV
DOT33214	DOT33214	DOT	553	553-7961	2022	FORD	ESCAPE	SUV
DOT33215	DOT33215	DOT	553	553-7991	2022	FORD	ESCAPE	SUV
DOT33217	DOT33217	DOT	553	553-1190	2022	FORD	F-150	Truck
DOT33218	DOT33218	DOT	553	553-1940	2022	FORD	F-150	Pickup
DOT33220	DOT33220	DOT	553	553-2820	2022	FORD	F-150	Pickup
DOT33221	DOT33221	DOT	553	553-6690	2022	FORD	ESCAPE	SUV
DOT33222	DOT33222	DOT	553	553-2920	2022	FORD	F-150	Pickup
DOT33223	DOT33223	DOT	553	553-6060	2022	FORD	F-150	Pickup
DOT33224	DOT33224	DOT	553	553-9190	2022	FORD	ESCAPE	SUV
DOT33225	DOT33225	DOT	553	553-7991	2022	FORD	ESCAPE	SUV
DOT33230	DOT33230	DOT	553	553-2963	2022	FORD	F-150	Pickup
DOT33231	DOT33231	DOT	553	553-1150	2022	FORD	F-150	Truck
DOT33235	DOT33235	DOT	553	553-6910	2022	FORD	F-150	Pickup
DOT33236	DOT33236	DOT	553	553-1910	2022	FORD	F-150	Pickup
DOT33239	DOT33239	DOT	553	553-2100	2022	FORD	F-150	Pickup
DOT33240	DOT33240	DOT	553	553-3030	2022	FORD	EXPEDITION	SUV
DOT33241	DOT33241	DOT	553	553-1180	2022	FORD	F-150	Pickup
DOT33242	DOT33242	DOT	553	553-1130	2022	FORD	F-150	Pickup
DOT33243	DOT33243	DOT	553	553-6910	2022	FORD	Maverick	Pickup
DOT33244	DOT33244	DOT	553	553-8200	2022	FORD	TRANSIT T-350	Van
DOT33247	DOT33247	DOT	553	553-6690	2022	FORD	EXPLORER	SUV
DOT33248	DOT33248	DOT	553	553-7960	2023	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33251	DOT33251	DOT	553	553-9190	2022	FORD	ESCAPE	SUV
DOT33252	DOT33252	DOT	553	553-9190	2022	FORD	ESCAPE	SUV
DOT33253	DOT33253	DOT	553	553-9190	2022	FORD	ESCAPE	SUV
DOT33254	DOT33254	DOT	553	553-9950	2022	FORD	ESCAPE	SUV
DOT33255	DOT33255	DOT	553	553-9190	2022	FORD	EXPLORER	SUV
DOT33256	DOT33256	DOT	553	553-2961	2023	FREIGHTLINER	M2 106	Truck
DOT33258	DOT33258	DOT	553	553-6910	2022	WESTERN STAR	4900 FA	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33259	DOT33259	DOT	553	553-4960	2021	KENWORTH	T880	Truck
DOT33260	DOT33260	DOT	553	553-9900	2022	CHEVROLET	SUBURBAN K1500	SUV
DOT33266	DOT33266	DOT	553	553-5030	2022	FORD	EXPLORER	SUV
DOT33268	DOT33268	DOT	553	553-5910	2023	PETERBILT	567	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33270	DOT33270	DOT	553	553-9900	2023	CHEVROLET	SUBURBAN K1500	SUV
DOT33271	DOT33271	DOT	553	553-9900	2023	CHEVROLET	SUBURBAN K1500	SUV
DOT33272	DOT33272	DOT	553	553-3381	2023	KENWORTH	T880	Truck
DOT33273	DOT33273	DOT	553	553-2351	2023	KENWORTH	T880	Truck
DOT33274	DOT33274	DOT	553	553-9560	2022	RAM	3500	Truck
DOT33275	DOT33275	DOT	553	553-9560	2022	RAM	3500	Truck
DOT33276	DOT33276	DOT	553	553-3951	2022	VOLVO	UNKNOWN	Truck
DOT33277	DOT33277	DOT	553	553-9900	2023	CHEVROLET	TAHOE	SUV
DOT33278	DOT33278	DOT	553	553-9900	2023	CHEVROLET	TAHOE	SUV
DOT33279	DOT33279	DOT	553	553-1920	2022	PETERBILT	567	Heavy Duty (>= 26001 Lbs. GVWR)

DOT33280	DOT33280	DOT	553	553-7981	2022	FORD	F-250	Pickup
DOT33281	DOT33281	DOT	553	553-7991	2022	FORD	ESCAPE	SUV
DOT33282	DOT33282	DOT	553	553-7961	2022	FORD	ESCAPE	SUV
DOT33283	DOT33283	DOT	553	553-2382	2023	KENWORTH	T880	Truck
DOT33284	DOT33284	DOT	553	553-4381	2023	KENWORTH	T880	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33285	DOT33285	DOT	553	553-5911	2023	KENWORTH	T880	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33286	DOT33286	DOT	553	553-3901	2022	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33287	DOT33287	DOT	553	553-5931	2023	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33288	DOT33288	DOT	553	553-7980	2023	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33289	DOT33289	DOT	553	553-7980	2023	VOLVO	UNKNOWN	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33290	DOT33290	DOT	553	553-2911	2023	HINO	L7	Truck
DOT33291	DOT33291	DOT	553	553-1100	2022	FORD	EXPLORER	SUV
DOT33292	DOT33292	DOT	553	553-1100	2022	FORD	EXPLORER	SUV
DOT33294	DOT33294	DOT	553	553-2963	2022	FORD	F-150	Pickup
DOT33295	DOT33295	DOT	553	553-2971	2022	FORD	F-150	Pickup
DOT33296	DOT33296	DOT	553	553-2351	2022	FORD	F-150	Pickup
DOT33297	DOT33297	DOT	553	553-2911	2022	FORD	F-150	Pickup
DOT33298	DOT33298	DOT	553	553-2190	2022	FORD	F-250	Pickup
DOT33299	DOT33299	DOT	553	553-4961	2022	FORD	F-150	Pickup
DOT33300	DOT33300	DOT	553	553-4961	2022	FORD	F-150	Pickup
DOT33301	DOT33301	DOT	553	553-4961	2022	FORD	F-150	Pickup
DOT33302	DOT33302	DOT	553	553-4961	2022	FORD	F-150	Pickup
DOT33303	DOT33303	DOT	553	553-4901	2022	FORD	F-150	Pickup
DOT33304	DOT33304	DOT	553	553-4901	2022	FORD	F-150	Pickup
DOT33305	DOT33305	DOT	553	553-4961	2022	FORD	F-150	Pickup
DOT33306	DOT33306	DOT	553	553-8520	2023	TOYOTA	CAMRY	Sedan
DOT33307	DOT33307	DOT	553	553-8539	2023	TOYOTA	CAMRY	Sedan
DOT33308	DOT33308	DOT	553	553-8510	2023	TOYOTA	CAMRY	Sedan
DOT33309	DOT33309	DOT	553	553-8981	2023	TOYOTA	CAMRY	Sedan
DOT33310	DOT33310	DOT	553	553-9950	2022	RAM	2500	Pickup
DOT33311	DOT33311	DOT	553	553-2060	2022	FORD	F-150	Pickup
DOT33312	DOT33312	DOT	553	553-9990	2023	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT33313	DOT33313	DOT	553	553-6900	2022	MARSHALLTOWN	1200MP8HP	Concrete Mixer
DOT33314	DOT33314	DOT	553	553-9990	2023	CHEVROLET	C3500	Light Duty (10001-14000 Lbs. GVWR)
DOT33315	DOT33315	DOT	553	553-2921	2023	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33316	DOT33316	DOT	553	553-5920	2023	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33317	DOT33317	DOT	553	553-5920	2023	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33319	DOT33319	DOT	553	553-1910	2022	FORD	F-550	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33320	DOT33320	DOT	553	553-4910	2022	FORD	F-350	Pickup
DOT33321	DOT33321	DOT	553	553-6900	2022	FORD	F-350 SUPER DUTY	Pickup
DOT33322	DOT33322	DOT	553	553-3931	2022	FORD	F-550	Truck
DOT33323	DOT33323	DOT	553	553-3901	2022	FORD	F-550	Truck
DOT33324	DOT33324	DOT	553	553-3921	2022	FORD	F-550	Truck
DOT33326	DOT33326	DOT	553	553-6900	2022	FORD	F-350 SUPER DUTY	Pickup
DOT33327	DOT33327	DOT	553	553-2931	2022	FORD	F-250	Pickup
DOT33328	DOT33328	DOT	553	553-9900	2023	CHEVROLET	TAHOE	SUV
DOT33329	DOT33329	DOT	553	553-9900	2023	CHEVROLET	TAHOE	SUV
DOT33330	DOT33330	DOT	553	553-9990	2023	RAM	PROMASTER	Van
DOT33333	DOT33333	DOT	553	553-2971	2022	FORD	F-250 SUPER DUTY	Pickup
DOT33334	DOT33334	DOT	553	553-1540	2022	FORD	F250 4X4 SRW	Pickup
DOT33335	DOT33335	DOT	553	553-3951	2022	FORD	F-550	Truck
DOT33336	DOT33336	DOT	553	553-3921	2022	FORD	F-350	Truck
DOT33337	DOT33337	DOT	553	553-4910	2022	FORD	F-350	Pickup
DOT33338	DOT33338	DOT	553	553-4910	2022	FORD	F-350	Pickup
DOT33339	DOT33339	DOT	553	553-4910	2022	FORD	F-350	Pickup
DOT33340	DOT33340	DOT	553	553-4910	2022	FORD	F-350	Pickup

DOT33341	DOT33341	DOT	553	553-7100	2022	FORD	EXPLORER	SUV
DOT33343	DOT33343	DOT	553	553-5590	2022	FORD	F-150	Pickup
DOT33344	DOT33344	DOT	553	553-5590	2022	FORD	F-150	Pickup
DOT33345	DOT33345	DOT	553	553-4900	2022	FORD	F-350 SUPER DUTY	Pickup
DOT33346	DOT33346	DOT	553	553-4900	2022	FORD	F-350 SUPER DUTY	Pickup
DOT33352	DOT33352	DOT	553	553-3381	2023	CHEVROLET	SILVERADO 2500	Pickup
DOT33353	DOT33353	DOT	553	553-8539	2023	TOYOTA	SIENNA	Van
DOT33356	DOT33356	DOT	553	553-3381	2023	CHEVROLET	SILVERADO 2500	Pickup
DOT33357	DOT33357	DOT	553	553-2351	2022	FORD	F-350	Pickup
DOT33358	DOT33358	DOT	553	553-1100	2023	NISSAN	Rogue	SUV
DOT33359	DOT33359	DOT	553	553-1100	2023	NISSAN	Rogue	SUV
DOT33360	DOT33360	DOT	553	553-1540	2023	CHEVROLET	Silverado 2500 HD	Pickup
DOT33362	DOT33362	DOT	553	553-9620	2022	FORD	F-150	Pickup
DOT33363	DOT33363	DOT	553	553-9990	2023	FORD	EXPEDITION	SUV
DOT33364	DOT33364	DOT	553	553-9990	2023	FORD	EXPEDITION	SUV
DOT33365	DOT33365	DOT	553	553-1030	2023	TOYOTA	CAMRY	Sedan
DOT33366	DOT33366	DOT	553	553-1150	2023	NISSAN	Rogue	SUV
DOT33367	DOT33367	DOT	553	553-1100	2023	NISSAN	Rogue	SUV
DOT33368	DOT33368	DOT	553	553-1080	2023	NISSAN	Rogue	SUV
DOT33369	DOT33369	DOT	553	553-1190	2023	NISSAN	Rogue	SUV
DOT33370	DOT33370	DOT	553	553-1190	2023	NISSAN	Rogue	SUV
DOT33371	DOT33371	DOT	553	553-1100	2023	FORD	Maverick	Pickup
DOT33372	DOT33372	DOT	553	553-2820	2023	FORD	F-350 SUPER DUTY	Truck
DOT33373	DOT33373	DOT	553	553-2380	2023	FORD	F-350	Truck
DOT33374	DOT33374	DOT	553	553-7961	2023	FORD	F-550	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33375	DOT33375	DOT	553	553-1910	2023	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT33376	DOT33376	DOT	553	553-9190	2023	FORD	EXPLORER	SUV
DOT33382	DOT33382	DOT	553	553-1130	2023	GMC	SIERRA 1500	Pickup
DOT33383	DOT33383	DOT	553	553-3190	2022	RAM	5500	Drill Rig
DOT33384	DOT33384	DOT	553	553-2620	2023	FORD	TRANSIT CONNECT	Van
DOT33385	DOT33385	DOT	553	553-4030	2023	CHEVROLET	MALIBU	Sedan
DOT33387	DOT33387	DOT	553	553-7380	2023	FORD	F-250	Pickup
DOT33388	DOT33388	DOT	553	553-7991	2023	CHEVROLET	MALIBU	Sedan
DOT33389	DOT33389	DOT	553	553-1150	2023	GMC	SIERRA 1500	Pickup
DOT33390	DOT33390	DOT	553	553-7961	2023	FORD	F-550	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33391	DOT33391	DOT	553	553-7980	2023	FORD	F-550	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33393	DOT33393	DOT	553	553-1180	2023	RAM	1500	Pickup
DOT33394	DOT33394	DOT	553	553-1130	2023	RAM	1500	Pickup
DOT33395	DOT33395	DOT	553	553-1150	2023	RAM	1500	Pickup
DOT33396	DOT33396	DOT	553	553-1100	2023	RAM	1500	Pickup
DOT33397	DOT33397	DOT	553	553-1130	2023	RAM	1500	Pickup
DOT33398	DOT33398	DOT	553	553-1180	2023	RAM	1500	Pickup
DOT33400	DOT33400	DOT	553	553-1920	2024	PETERBILT	537	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33401	DOT33401	DOT	553	553-8530	2023	TOYOTA	TACOMA	Pickup
DOT33402	DOT33402	DOT	553	553-9990	2023	RAM	PROMASTER	Van
DOT33403	DOT33403	DOT	553	553-3921	2021	CHEVROLET	SILVERADO 3500HD	Pickup
DOT33404	DOT33404	DOT	553	553-6910	2020	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33405	DOT33405	DOT	553	553-3951	2021	CHEVROLET	SILVERADO 3500HD	Pickup
DOT33407	DOT33407	DOT	553	553-1900	2019	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT33408	DOT33408	DOT	553	553-6900	2021	FREIGHTLINER	M2 112	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33409	DOT33409	DOT	553	553-4910	2020	CHEVROLET	Silverado MD	Medium Duty (14001-26000 Lbs. GVWR)
DOT33410	DOT33410	DOT	553	553-6910	2021	CHEVROLET	SILVERADO 2500	Pickup
DOT33411	DOT33411	DOT	553	553-7980	2020	CHEVROLET	EXPRESS 2500	Van
DOT33412	DOT33412	DOT	553	553-3901	2020	FORD	F-250	Pickup

DOT33416	DOT33416	DOT	553	553-1910	2021	CHEVROLET	SILVERADO 2500HD	Pickup
DOT33419	DOT33419	DOT	553	553-4901	2020	FORD	F-350 SUPER DUTY	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33420	DOT33420	DOT	553	553-5900	2020	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT33423	DOT33423	DOT	553	553-2590	2021	CHEVROLET	SILVERADO 2500HD	Truck
DOT33425	DOT33425	DOT	553	553-1900	2021	CHEVROLET	C2500	Pickup
DOT33441	DOT33441	DOT	553	553-5260	2021	CHEVROLET	SILVERADO 2500HD	Pickup
DOT33448	DOT33448	DOT	553	553-5190	2021	FORD	F-150	Pickup
DOT33449	DOT33449	DOT	553	553-5070	2021	FORD	F-150	Pickup
DOT33450	DOT33450	DOT	553	553-5190	2021	FORD	F-150	Pickup
DOT33451	DOT33451	DOT	553	553-5911	2021	FORD	F-150	Pickup
DOT33452	DOT33452	DOT	553	553-5911	2021	FORD	F-150	Pickup
DOT33461	DOT33461	DOT	553	553-5900	2022	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33462	DOT33462	DOT	553	553-5910	2022	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33488	DOT33488	DOT	553	553-8200	2022	FORD	ESCAPE	SUV
DOT33489	DOT33489	DOT	553	553-9190	2022	FORD	ESCAPE	SUV
DOT33490	DOT33490	DOT	553	553-9900	2022	FORD	ESCAPE	SUV
DOT33491	DOT33491	DOT	553	553-9900	2022	FORD	ESCAPE	SUV
DOT33492	DOT33492	DOT	553	553-3950	2022	FORD	F-150	Pickup
DOT33493	DOT33493	DOT	553	553-3930	2022	FORD	F-150	Pickup
DOT33494	DOT33494	DOT	553	553-6690	2022	FORD	RANGER	Pickup
DOT33495	DOT33495	DOT	553	553-6690	2022	FORD	ESCAPE	SUV
DOT33499	DOT33499	DOT	553	553-1030	2022	FORD	ESCAPE	SUV
DOT33500	DOT33500	DOT	553	553-9900	2022	FORD	ESCAPE	SUV
DOT33501	DOT33501	DOT	553	553-9190	2022	FORD	ESCAPE	SUV
DOT33502	DOT33502	DOT	553	553-7961	2022	FORD	ESCAPE	SUV
DOT33505	DOT33505	DOT	553	553-6690	2024	FORD	TRANSIT T-350	Van
DOT33506	DOT33506	DOT	553	553-6910	2024	FORD	F-350 SUPER DUTY	Lubricating & Servicing Unit
DOT33507	DOT33507	DOT	553	553-6910	2024	FORD	F-250 SUPER DUTY	Pickup
DOT33508	DOT33508	DOT	553	553-3030	2024	FORD	EXPEDITION	SUV
DOT33509	DOT33509	DOT	553	553-9900	2024	FORD	EXPEDITION	SUV
DOT33510	DOT33510	DOT	553	553-9900	2024	FORD	EXPEDITION	SUV
DOT33511	DOT33511	DOT	553	553-6900	2024	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33515	DOT33515	DOT	553	553-5900	2025	FREIGHTLINER	M2 112	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33516	DOT33516	DOT	553	553-5930	2024	WESTERN STAR	Vactor 2100	Truck
DOT33517	DOT33517	DOT	553	553-9900	2024	KENWORTH	T480	Medium Duty (14001-26000 Lbs. GVWR)
DOT33521	DOT33521	DOT	553	553-5940	2024	FORD	F-550	Truck
DOT33522	DOT33522	DOT	553	553-9900	2024	FORD	F-150	Pickup
DOT33523	DOT33523	DOT	553	553-7961	2024	FORD	F-150	Pickup
DOT33524	DOT33524	DOT	553	553-2510	2024	FORD	F-150	Pickup
DOT33525	DOT33525	DOT	553	553-5910	2024	FORD	F-150	Pickup
DOT33526	DOT33526	DOT	553	553-4961	2024	FORD	F-150	Pickup
DOT33527	DOT33527	DOT	553	553-3951	2025	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33529	DOT33529	DOT	553	553-5920	2024	FORD	F-350	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33530	DOT33530	DOT	553	553-5910	2024	FORD	F-350	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33533	DOT33533	DOT	553	553-6900	2024	FORD	F-150	Pickup
DOT33534	DOT33534	DOT	553	553-6910	2024	FORD	F-150	Pickup
DOT33537	DOT33537	DOT	553	553-6910	2024	HINO	L7	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33541	DOT33541	DOT	553	553-5930	2025	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)

DOT33542	DOT33542	DOT	553	553-5930	2025	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33543	DOT33543	DOT	553	553-5940	2024	WESTERN STAR	Vactor 2100	Truck
DOT33545	DOT33545	DOT	553	553-1920	2024	WESTERN STAR	Vactor 2100	Truck
DOT33547	DOT33547	DOT	553	553-4960	2024	FORD	F-350	Pickup
DOT33548	DOT33548	DOT	553	553-4960	2024	FORD	F-350	Pickup
DOT33549	DOT33549	DOT	553	553-4960	2024	FORD	F-350	Pickup
DOT33603	DOT33603	DOT	553	553-9990	2024	RAM	3500	Pickup
DOT33604	DOT33604	DOT	553	553-9990	2024	RAM	5500	Truck
DOT33605	DOT33605	DOT	553	553-5950	2024	KENWORTH	T880	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33606	DOT33606	DOT	553	553-7980	2024	KENWORTH	T880	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33609	DOT33609	DOT	553	553-7981	2023	FORD	F250 4X4 SRW	Pickup
DOT33610	DOT33610	DOT	553	553-7961	2023	FORD	F250 4X4 SRW	Pickup
DOT33611	DOT33611	DOT	553	553-7961	2023	FORD	F250 4X4 SRW	Pickup
DOT33612	DOT33612	DOT	553	553-7961	2023	FORD	F250 4X4 SRW	Pickup
DOT33613	DOT33613	DOT	553	553-7981	2023	FORD	F250 4X4 SRW	Pickup
DOT33614	DOT33614	DOT	553	553-7961	2023	FORD	F250 4X4 SRW	Pickup
DOT33615	DOT33615	DOT	553	553-6900	2022	FORD	F-550	Medium Duty (14001-26000 Lbs. GVWR)
DOT33616	DOT33616	DOT	553	553-5030	2023	FORD	EXPLORER	SUV
DOT33617	DOT33617	DOT	553	553-9990	2023	CHEVROLET	C5500	Motor Home
DOT33618	DOT33618	DOT	553	553-9990	2023	INTERNATIONAL	5900I	Motor Home
DOT33619	DOT33619	DOT	553	553-3931	2024	KENWORTH	T380	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33620	DOT33620	DOT	553	553-4960	2024	KENWORTH	T880	Medium Duty (14001-26000 Lbs. GVWR)
DOT33621		DOT	553	553-2921	2024	KENWORTH	T880	Truck
DOT33622	DOT33622	DOT	553	553-6900	2024	MACK	UNKNOWN	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33627	DOT33627	DOT	553	553-3921	2024	FREIGHTLINER	M2 106	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33628	DOT33628	DOT	553	553-5381	2023	FORD	F250 4X4 SRW	Pickup
DOT33629	DOT33629	DOT	553	553-5951	2023	FORD	F-150	Pickup
DOT33630	DOT33630	DOT	553	553-7100	2023	FORD	F-150	Pickup
DOT33631	DOT33631	DOT	553	553-7100	2023	FORD	F-150	Pickup
DOT33632	DOT33632	DOT	553	553-1900	2024	RAM	TRADESMAN	Pickup
DOT33633	DOT33633	DOT	553	553-1900	2024	RAM	TRADESMAN	Pickup
DOT33634	DOT33634	DOT	553	553-1100	2023	CHRYSLER	PACIFICA	Van
DOT33635	DOT33635	DOT	553	553-1100	2023	CHRYSLER	PACIFICA	Van
DOT33636	DOT33636	DOT	553	553-3210	2023	FORD	POLICE INTERCEPTOR	SUV
DOT33637	DOT33637	DOT	553	553-3900	2023	FORD	POLICE INTERCEPTOR	SUV
DOT33638	DOT33638	DOT	553	553-7100	2023	FORD	TRANSIT WAGON	Van
DOT33639	DOT33639	DOT	553	553-3620	2023	FORD	POLICE INTERCEPTOR	SUV
DOT33640	DOT33640	DOT	553	553-3100	2023	FORD	POLICE INTERCEPTOR	SUV
DOT33641	DOT33641	DOT	553	553-3030	2023	FORD	EXPEDITION	SUV
DOT33643	DOT33643	DOT	553	553-6900	2024	VERMEER	BC1000XL	Chipper
DOT33644	DOT33644	DOT	553	553-3020	2023	FORD	POLICE INTERCEPTOR	SUV
DOT33645	DOT33645	DOT	553	553-2971	2024	HINO	L7	Chassis Cab (<= 10000 Lbs. GVWR)
DOT33646	DOT33646	DOT	553	553-5260	2023	RAM	3500	Pickup
DOT33648	DOT33648	DOT	553	553-3860	2024	RAM	3500	Pickup
DOT33649	DOT33649	DOT	553	553-4910	2024	FORD	F-250	Pickup
DOT33650	DOT33650	DOT	553	553-4910	2024	FORD	F-250	Pickup
DOT33651	DOT33651	DOT	553	553-4900	2024	HINO	L7	Medium Duty Bus (14001-26000 Lbs. GVWR)
DOT33653	DOT33653	DOT	553	553-2190	2024	CHEVROLET	SILVERADO 1500	Truck
DOT33654	DOT33654	DOT	553	553-8319	2023	FORD	EXPLORER	SUV

DOT33656	DOT33656	DOT	553	553-9990	1999	INTERNATIONAL	UNKNOWN	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33658	DOT33658	DOT	553	553-9990	1995	WHITE GMC	CONVENTIONAL WG	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33661	DOT33661	DOT	553	553-2140	2023	FORD	F250 4X4 SRW	Pickup
DOT33662	DOT33662	DOT	553	553-2140	2023	FORD	F250 4X4 SRW	Pickup
DOT33663	DOT33663	DOT	553	553-4910	2024	FORD	F-350	Pickup
DOT33664		DOT	553	553-2931	2024	FORD	Maverick	Pickup
DOT33665	DOT33665	DOT	553	553-4910	2024	FORD	F-350	Pickup
DOT33666	DOT33666	DOT	553	553-4900	2024	FORD	TRANSIT T-350	Van
DOT33667		DOT	553	553-2550	2024	FORD	ESCAPE	SUV
DOT33668	DOT33668	DOT	553	553-3920	2024	RAM	2500	Pickup
DOT33669	DOT33669	DOT	553	553-2620	2024	FORD	ESCAPE	SUV
DOT33670	DOT33670	DOT	553	553-2440	2024	FORD	ESCAPE	SUV
DOT33671	DOT33671	DOT	553	553-3951	2024	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT33672	DOT33672	DOT	553	553-8200	2024	FORD	F250 4X4 SRW	Pickup
DOT33673	DOT33673	DOT	553	553-8200	2024	FORD	F250 4X4 SRW	Pickup
DOT33674	DOT33674	DOT	553	553-3901	2024	FORD	F-350 SUPER DUTY	Light Duty (10001-14000 Lbs. GVWR)
DOT33675	DOT33675	DOT	553	553-7100	2023	FORD	EXPLORER	SUV
DOT33676	DOT33676	DOT	553	553-9950	2023	JEEP	COMPASS	SUV
DOT33678	DOT33678	DOT	553	553-3260	2024	FORD	F-250 SUPER DUTY	Pickup
DOT33679	DOT33679	DOT	553	553-3931	2024	FORD	F-350 SUPER DUTY	Pickup
DOT33682	DOT33682	DOT	553	553-3260	2024	FORD	F-150	Pickup
DOT33684	DOT33684	DOT	553	553-9190	2024	FORD	EXPLORER	SUV
DOT33689	DOT33689	DOT	553	553-5100	2023	RAM	TRADESMAN	Pickup
DOT33690	DOT33690	DOT	553	553-2010	2024	CHEVROLET	SILVERADO 1500	Pickup
DOT33691	DOT33691	DOT	553	553-2060	2024	CHEVROLET	SILVERADO 1500	Pickup
DOT33692	DOT33692	DOT	553	553-9880	2024	RAM	3500	Pickup
DOT33694	DOT33694	DOT	553	553-2971	2025	FREIGHTLINER	M2 112	Truck
DOT33697	DOT33697	DOT	553	553-7980	2025	FREIGHTLINER	M2 112	Medium Duty (14001-26000 Lbs. GVWR)
DOT33700	DOT33700	DOT	553	553-1910	2025	FREIGHTLINER	M2 112	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33701	DOT33701	DOT	553	553-1940	2025	FREIGHTLINER	M2 112	Heavy Duty (>= 26001 Lbs. GVWR)
DOT33702	DOT33702	DOT	553	553-6910	2025	FREIGHTLINER	M2 112	Truck
DOT33683	DOT33683	DOT	553	553-8539	2024	FORD	Maverick	Truck
ME033299	DOT33299	DOT	553	553-4960	2022	FORD	F-150	Pickup
ME033503	DOT33503	DOT	553	553-4030	2024	FORD	EXPLORER	SUV
ME033512	DOT33512	DOT	553	553-4910	2024	FORD	EXPLORER	SUV
ME033513	DOT33513	DOT	553	553-4030	2024	FORD	F-150	Pickup
ME033514	DOT33514	DOT	553	553-4100	2024	FORD	EXPLORER	SUV
ME033519	DOT33519	DOT	553	553-4030	2024	CHEVROLET	EQUINOX	SUV
ME033520	DOT33520	DOT	553	553-4900	2024	FORD	F-150	Pickup
ME033531	DOT33531	DOT	553	553-4901	2024	TOYOTA	RAV4	SUV
ME033532	DOT33532	DOT	553	553-4380	2024	FORD	F250 4X4 SRW	Pickup
ME033538	DOT33538	DOT	553	553-4191	2024	FORD	F-150	Pickup
ME033539	DOT33539	DOT	553	553-4901	2024	CHEVROLET	SILVERADO 2500	Pickup
ME033544	DOT33544	DOT	553	553-4191	2024	CHEVROLET	MALIBU	Sedan

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY,
et al.,

Petitioners,

v.

U.S. ENVIRONMENTAL
PROTECTION AGENCY, *et al.*,

Respondents.

Case No. 24-1087

**DECLARATION OF RANDY CHRISTMANN
NORTH DAKOTA PUBLIC SERVICE COMMISSION**

I, Randy Christmann, declare as follows:

1. I am over 18 years of age and am fully competent to make this declaration.

My business address is 600 E. Boulevard Ave. Dept. 408, Bismarck, ND 58505. I have served as one of three commissioners on the North Dakota Public Service Commission (NDPSC) since 2012. I am currently Chair of the NDPSC.

2. The NDPSC is a state agency created under the Constitution of North Dakota and is vested with, among other things, jurisdiction for the economic regulation of electric and gas public utilities, telecommunications, the siting

of energy plants and electric and natural gas transmission facilities, reclamation of active and abandoned mine lands, and railroad safety. The Commission also actively participates in the governance of the Midcontinent Independent System Operator (MISO) through the Organization of MISO States (OMS) and the Southwest Power Pool (SPP) through the Regional State Committee (RSC). I have actively served and participated on the Regional State Committee on behalf of the State of North Dakota.

3. The NDPSC is responsible for ensuring safe, affordable, and reliable electric and gas services for North Dakota Ratepayers. It oversees the orderly development of capital-intensive infrastructure of investor-owned utilities within the state, including generational resource planning. Furthermore, the NDPSC serves as the siting authority for energy generation, gas processing, and pipeline and electric transmission within the state.
4. I am aware of the U.S. Environmental Protection Agency (EPA) new Vehicle Rule entitled “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles”, published at 89 Fed. Reg. 27842 (April 18, 2024) (“Vehicle Rule”). The Vehicle Rule sets emission standards that will effectively require auto-manufacturers to increase the market share of battery electric vehicles (BEV) and plug-in hybrid vehicles

(PHEV) in the United States to 56% and 13% respectively by the year 2032.¹

These percentages are significantly higher than the combined 10-30% market share of annual new vehicle sales predicted for the year 2032 by the US Energy Information Administration (EIA) without implementation of the Vehicle Rule's *de facto* mandate.²

5. If implemented, EPA's Vehicle Rule will radically and rapidly increase the market share of annual new vehicle sales and, consequentially, will also increase the percentage of electric vehicles in the entire US light-duty vehicle fleet. EIA predicts that in the absence of such a *de facto* mandate, electric vehicles will only account for 6.7% of the entire US light-duty vehicle fleet by 2032.³ However, if the new electric vehicle market share is forcibly increased above the levels EIA expects, the percentage of electric vehicles in the entire US light-duty fleet will also be significantly higher than 6.7%.
6. Under the EIA's prediction of adoption rates for electric vehicle technology absent a federal mandate, EVs are projected to account for approximately 34 TWh of annual electricity consumption in the year 2032. Implementing the EPA's Vehicle Rule will, *at minimum*, double the EV-related growth in demand to 68 TWh by the year 2032.

¹ <https://clyde.house.gov/news/documentsingle.aspx?DocumentID=1428>

² <https://www.eia.gov/outlooks/aeo/narrative/>

³ <https://www.eia.gov/energyexplained/use-of-energy/transportation-in-depth.php>

7. The rapid expansion of demand for electricity directly caused by the Vehicle Rule is going to put considerable stress on already-strained power grids, foreseeably decreasing grid reliability and increasing costs to consumers in North Dakota and around the country.
8. North Dakota participates in two separate RTOs. The investor-owned utilities in the State, which are rate regulated by the NDPSC, all participate in MISO, whereas Basin Electric and its partners participate in SPP.
9. Both MISO and the SPP utilize the 1-day-in-10-years standard as a basis for their Loss of Load Expectation (LOLE) studies, which are utilized to set planning reserve margins (PRMs) and capacity requirements for their respective regions. This 1-day-in-10-years standard establishes 2.4 hours of loss of load per year as the maximum threshold of acceptable load loss for utility planning purposes.
10. The North American Electric Reliability Corporation's (NERC) 2023 Long-Term Reliability Assessment (LTRA) recently found that MISO is at high risk and that the SPP was at an elevated risk of a capacity deficit. And that was before the surge in demand that will foreseeably be caused by the EPA's new Vehicle Rule.
11. In NERC's 2023 Long-Term Reliability Assessment, "high risk" areas are areas that are not projected to meet resource adequacy criteria (such as the 1-

in-10 criteria) under normal conditions accounting for projected supply and demand (prior to consideration of the Vehicle Rule’s *de facto* mandate). For MISO, the report noted that:

In this 2023 LTRA, MISO’s summer anticipated reserve margin (ARM) is projected to be above Reference Margin Levels (RML) established by MISO for reliability through the 2027 summer. However, *beginning in 2028, MISO is projected to have a 4.7 GW shortfall if expected generator retirements occur despite the addition of new resources that total over 12 GW.*⁴

12. In NERC’s 2023 Long-Term Reliability Assessment, “elevated risk” areas are projected to have sufficient capacity to meet resource adequacy requirements during normal conditions, but extreme or prolonged weather events may risk electricity supply shortfalls. For SPP, NERC’s 2023 Long-Term Reliability assessment states:

Since the 2022 LTRA, projected reserve margins for the assessment period have declined while the RML of reserves needed for maintaining reliability has risen at the same time. Consequently, SPP’s surplus capacity over the next five years will fall sharply. Lower reserve margins are driven by generation retirements (1,500 MW since the 2022 LTRA) and rising peak demand forecasts.⁵

13. In particular, the SPP is heavily wind-dependent and is susceptible to interrupted gas supplies in winter months. Thus, during periods of low wind

⁴ NERC 2023 Long-Term Reliability Assessment, pg 7. December 2023, https://www.nerc.com/pa/RAPA/ra/Reliability%20Assessments%20DL/NERC_LTRA_2023.pdf (emphasis added).

⁵ *ibid.* (pg 8)

or extremely cold temperatures the SPP grid can struggle to meet demand, as demonstrated during the recent storm events such as Uri (February 2021), Elliot (December 2022) and Gerri (March 2023).

14. The projections in NERC's 2023 Long-Term Reliability Assessment are not typical and should be viewed by anyone concerned about the reliability of our nation's power grids as a major red flag. And those projections are without even accounting for the rapid and substantial increase in demand that will foreseeably be caused by the EPA's Vehicle Rule and its de facto mandate.
15. NERC's alarming projections for grid reliability are attributable, in large part, to a rapid shift in electric generating resources transitioning away from dispatchable-on-demand generation resources, like coal, to intermittent generation resources, like wind or solar. As noted in the SPP publication "Our Generational Challenge - A Reliable Future for Electricity" published in the summer of 2024, coal plants which constituted nearly 60% of electricity production as recently as 2012 have decreased to just over 25% today, while wind has increased from 8% to 27%.⁶
16. Moreover, because renewable generation sources frequently require the location of the generators far from load centers, the transition has also

⁶ <https://spp.org/media/2163/our-generational-challenge-paper.pdf>

necessitated the construction of transmission facilities to relieve the congestion resulting from this ‘shuffling’ of the generation sources. The SPP estimates of the expected investment in new transmission assets will total between \$300 billion to as much as \$2 trillion in that RTO alone.⁷

17. Although the EPA’s Vehicle Rules set a target for 2032, the increase in demand for electricity will affect the system beforehand as electric vehicle sales increase to meet the *de facto* mandated quotas. For the purposes of planning and operating a system as sophisticated as the bulk power system, 2032 is not very far away.
18. For example, earlier this year Basin Electric Power Cooperative announced plans to construct a 1400 MW gas plant in North Dakota with the expectation that it will be in service in 2030.⁸ The 6-year timeline for that project is illustrative, but not unique. Constructing new capacity takes time for myriad reasons. Even before new power plants can be built, they must be approved through a generation interconnection queue in order to connect to the power grid. This process can take years due to the backlog of interconnection

⁷ [citation].

⁸ <https://northdakotamonitor.com/2024/05/15/utility-plans-another-gas-fired-power-plant-for-north-dakota/>

requests currently in the study queue and results in the majority of interconnection requests ultimately being withdrawn.⁹

19. Even when a generator interconnection agreement has been signed, increasing lead times for critical components delay completion of projects. Natural gas turbine production is severely backlogged, with General Electric having 60 units on backorder,¹⁰ and Siemens currently catching up from a \$131 billion backlog.¹¹ This problem is further compounded by the fact that the United States is not the only country attempting to build out new capacity.¹² Furthermore, the practical delays in increasing the production capacity of the bulk power system are not unique to natural gas turbines. Wind turbine production is also backlogged.¹³
20. In short, the already-strained capacity of our power grids and the practical amount of time required to build out new generation supply makes it incredibly imprudent to artificially force a dramatic increase in the demand

⁹ https://emp.lbl.gov/sites/default/files/2024-04/Queued%20Up%202024%20Edition_1.pdf

¹⁰ <https://www.gevernova.com/news/press-releases/ge-vernova-milestone-commissioning-100-ha-gas-turbine-globally>

¹¹ <https://www.powerengineeringint.com/finance-investment/record-gas-turbine-orders-help-siemens-energy-get-back-on-track/>

¹² <https://www.cleanenergywire.org/news/siemens-energy-bags-15-bln-deal-supply-saudi-arabia-efficient-gas-turbines>

¹³ <https://www.spglobal.com/marketintelligence/en/news-insights/latest-news-headlines/general-electric-takes-1-1b-hit-to-offshore-wind-business-eyes-4b-backlog-80125370>

for electricity in the next 8 years by *de facto* mandating a widescale transition to electric vehicles.

21. If implemented, the EPA Vehicle Rules will foreseeably exacerbate existing supply chain issues faced by the bulk power system. Siemens has already expressed concerns about increasing demand for nickel and copper, with demand expected to grow 3.5 times by 2030.¹⁴ Even more concerning is the impact that increased EV production could have on large power transformer (LPT) production. Although EVs and LPTs use different types of steel, both materials are produced in the same facilities.
22. A rapid increase in the difficulty of procuring LPTs poses a grave threat to the reliability of the bulk power system. The average age of an LPT in the United States is 40 years (the end of their expected lifespan) and 90% of the power consumed in the United States passes through a large power transformer.¹⁵ Increased scarcity or lead times in procuring LPTs to replace those which have reached the end of their serviceable life could cripple utilities' ability to safely and economically serve large groups of customers. LPT procurement difficulties would also delay and increase the cost of adding

¹⁴ <https://www.powermag.com/five-dynamic-factors-reshaping-the-power-sector-supply-chain/>

¹⁵ <https://www.energy.gov/sites/default/files/2022-02/Electric%20Grid%20Supply%20Chain%20Report%20-%20Final.pdf>

generation capacity to the bulk power system because generation resources require LPTs to step-up their output voltage at the grid interconnection point.

23. The Vehicle Rule's *de facto* mandate to force a transition to EVs at an artificially rapid pace also threatens to unnecessarily increase costs to residential electric customers.
24. As EV home-charging has become more prevalent, it has also become evident that EVs require a level of power that distribution systems simply were not built to provide. Fifty percent long-range EV penetration in a residential setting is expected to accelerate the failure of distribution transformers by an equivalent aging factor of 5.2, effectively aging distribution transformers five times faster than normal operation.¹⁶
25. Despite being a fundamental component of the electrical distribution system, distribution transformers have not been immune to supply chain problems. A variety of factors have led to distribution transformer prices increasing to 4-9 times their 2021 levels, with lead times of up to 2 years.¹⁷ The rapid adoption of EVs foreseeably caused by EPA's Vehicle Rule has the potential to lead to severe reliability issues owing to distribution transformer failures, followed by rapidly escalating costs resulting from the need to suddenly

¹⁶ <https://www.mdpi.com/1996-1073/16/12/4810#B5-energies-16-04810>

¹⁷ <https://www.nrel.gov/docs/fy24osti/87653.pdf>

upgrade distribution transformers which would otherwise have years of usable service ahead of them.

26. The implications of rapid EV adoption on distribution infrastructure are not hypothetical. The City of Palo Alto has the highest EV adoption rate in the country¹⁸ and is already having these problems. Portions of the city's distribution system have become too overtaxed for the addition of a single additional EV charger.¹⁹ A study commissioned by the city found that 95% of the distribution transformers serving single family residences in the area would have to be replaced to accommodate increased load due to transportation and building electrification, at a cost of \$4,225 - \$29,200 each.²⁰ Combined with upgrades to feeder and secondary distribution lines, City of Palo Alto Utilities is now expecting to spend \$300 million modernizing distribution infrastructure.²¹ That \$300 million upgrade is ultimately being paid for by the utility customers, who are now experiencing 5 consecutive years of annual rate increases in the range of 5%.²²

¹⁸ <https://www.cityofpaloalto.org/Departments/Utilities/Sustainability/Electric-Vehicle>

¹⁹ <https://spectrum.ieee.org/the-ev-transition-explained-2658463709>

²⁰ <https://www.cityofpaloalto.org/files/assets/public/v/1/agendas-minutes-reports/agendas-minutes/utilities-advisory-commission/archived-agenda-and-minutes/agendas-and-minutes-2020/11-04-2020-special/id-11639-item-no-3.pdf>

²¹ <https://www.paloaltoonline.com/news/2024/02/22/palo-alto-eyes-hiking-utility-rates-by-30-per-month/>

²² <https://www.paloaltoonline.com/local-news/2024/06/18/utility-rate-hikes-will-add-9-to-palo-alto-bills/>

27. Importantly, Palo Alto's \$300 million price tag only covers distribution upgrades for a city of just under 70,000 people, less than a tenth of the population of North Dakota.²³ If the costs associated with upgrading distribution infrastructure scale directly with population, North Dakota consumers could be on the hook for over \$3 billion in distribution infrastructure upgrades necessary to maintain system functionality with rapid EV adoption. Unfortunately, \$3 billion is likely the low estimate of the cost of such upgrades because North Dakota's electric distribution infrastructure is largely rural, consisting of longer feeder and distribution lines and a high prevalence of distribution transformers serving single family residences. It should be noted that this cost does not include the cost of the incremental generation that will be required to accommodate this accelerated implementation.

28. In conclusion, it is my opinion, after consulting with our agency's experts, that the EPA's Vehicle Rule will foreseeably impair the NDPSC's ability to ensure safe, affordable, and reliable electric service for North Dakota Ratepayers. The power grids upon which North Dakota's citizens rely are already encountering difficulties adding capacity fast enough to meet current load growth, and the additional load of mass vehicle electrification would

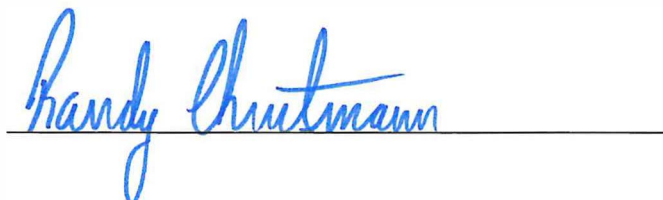
²³ [https://data.census.gov/profile/North Dakota?g=040XX00US38](https://data.census.gov/profile/North%20Dakota?g=040XX00US38)

unnecessarily increase the risk of capacity shortfalls in the next decade.

Capacity shortfalls and the ensuing load shedding have severe economic and public safety implications, particularly during extreme weather conditions. A rapid, forced adoption of EVs will also leave utility customers in the position of facing repeated rate increases to accommodate the rebuild of the distribution system and further build-out of the transmission system.

29. Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge.

Executed on August 30, 2024.



Randy Christmann, Chair

North Dakota Public Service Commission

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

**COMMONWEALTH OF KENTUCKY, STATE OF
WEST VIRGINIA, et al.,**

PETITIONERS

v.

No. 24-1087

U.S. ENVIRONMENTAL PROTECTION AGENCY, et al.

RESPONDENTS

**DECLARATION OF ALEX JOHNSTON IN SUPPORT OF
STATE OF ARKANSAS'S PETITION FOR REVIEW**

I, Alex Johnston, declare pursuant to 28 U.S.C. § 1746:

1. My name is Alex Johnston and I currently serve as Chief of Staff for the Arkansas Department of Agriculture. I am over the age of eighteen and competent to testify about the matters in this declaration based on my personal knowledge, my experience with the Department, and information provided to me by Department personnel.

2. I am providing this declaration in support of Arkansas's petition for review of the Rule issued by the EPA entitled "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," published at 89 Fed. Reg. 27,842 (April 18, 2024).

I. The Department's light-duty vehicle fleet

3. Among my duties as Director is the responsibility of managing the Department's motor vehicle fleet. Approximately 90% of the Department's vehicle fleet is assigned to staff performing field operations throughout the state. The vast majority of these field operations occur in rural areas. As such, Department employees depend on a reliable vehicle fleet to perform their job duties. My staff and I are responsible for ensuring proper maintenance and procurement of vehicles that will keep Department employees safe and capable of performing their important work.

4. The Department currently owns 378 vehicles. Of these, 260 vehicles are under 8,500 pounds by gross vehicle weight rating (“GVWR”). They include: 226 one-half ton trucks; 12 large or mid-size SUVs; 8 small SUVs; 12 sedans; and 2 light-duty vans.

5. Although the Department procures its own fleet, its procurement guidelines are governed by the rules promulgated by the Finance and Administration Cabinet for all state-owned vehicles. Specifically, section 10.7 of the State of Arkansas Vehicle Use and Management Handbook provides that a vehicle shall be considered for replacement if it: (a) is 5 years old; (b) has been driven 75,000 miles; or (c) the anticipated cost to repair the vehicle exceeds 50 percent of the vehicle’s estimated value.

6. Many of the Department’s vehicles are currently eligible for replacement. However, supply chain issues that arose during the pandemic constrained the Department’s procurement ability. Currently, the Department maintains an annual budget of \$1,500,000 to maintain and procure new vehicles for the Department’s vehicle fleet.

II. The Rule’s Impact on the Department

7. The Department currently replaces approximately 20 light- and medium-duty vehicles annually. Maintaining this practice will result in the Department replacing approximately 20 light- and medium-duty vehicles every year between 2027 and 2032. Because the Department replaces each vehicle with a new vehicle of like kind, the Department anticipates purchasing new vehicles in model years 2027 through 2032, all of which will be impacted by the EPA’s Rule.

8. Because the EPA’s Rule will require manufacturers to increase production of electric vehicles, the supply of new internal combustion models will likely be more limited. A smaller supply of internal combustion models will result in increased prices for those models.

9. The Department's responsibilities under state and federal law, coupled with Arkansas's current infrastructure for charging electric vehicles, means that electric vehicles are not a viable alternative to internal combustion models for the Department. As of August 14, 2024, there are approximately 345 electric vehicle charging stations in Arkansas.¹ Although the Arkansas Department of Transportation intends to increase the supply of electric vehicle charging stations, the plan calls for most chargers to be installed along Arkansas's Alternative Fuel Corridors (AFC) and interstate highway sections.² Moreover, this plan is contingent on incentivizing private parties to build charging stations because Arkansas does not plan to own the charging stations. Overall, the plan is for charging stations to be installed every 50 miles along Arkansas's parkways and interstate sections.³

10. The Department's employees, however, must spend significant time driving in rural areas away from the parkways and interstates. For example, the Department currently employs 30 inspectors in the Department's Plant Industries Division. These Plant Industries Division inspectors are responsible for things such as enforcing the provisions of Ark. Code Ann §§ 20-20-201 *et seq.* with respect to the sale, distribution, and use of pesticides used in agriculture, (*e.g.*, dicamba, glyphosate, atrazine, etc.). Enforcement actions are driven by routine inspections and complaints, such as allegations of property damage following inappropriate use of pesticides. To investigate

¹ See Exhibit A (Map of Alternative Fueling Stations in Arkansas) attached hereto.

² See Ark. Dep't of Transp., *Electric Vehicle Infrastructure Deployment Plan*, <https://www.ardot.gov/divisions/planning/electric-vehicle-infrastructure/> (last visited August 29, 2024).

³ See Ark. Dep't of Transp., *Ark.'s Electric Vehicle Infrastructure Deployment* (April 2023), https://www.ardot.gov/wp-content/uploads/ARDOT_NEVI_FACTSHEET_033023.pdf (last visited August 29, 2024).

such complaints, pesticide inspectors must drive to the site of suspected misuse to inspect the scene and collect evidence, such as soil and foliage samples.

11. Pesticide inspectors are just one section of the Department with statewide responsibilities. Other such sections within the Department include livestock and poultry meat inspectors, egg inspectors, district and county forestry offices with wildfire-fighting duties, and the Department's law enforcement investigators.

12. The Department's inspectors and other employees are assigned to every region of the state. There currently exists a large disparity across these regions with respect to available electric vehicle charging stations. For example, although few in absolute terms, a relatively large number of charging stations are clustered around the capital city of Little Rock, in the center of the State, and in the Rogers-Springdale-Fayetteville corridor in the far northwest corner of the State. Others are largely sprinkled along the few interstate highways that traverse the State. But there are very few located in the vast delta region that comprises the southeast portion of Arkansas, where industry is heavily agricultural. Other large, rural portions of the State with significant agricultural production also lack any charging station at all.⁴

13. Because of the paucity of charging stations in several regions of the State, Department inspectors will be tethered to the counties containing charging stations. In addition to their normal duties, inspectors will have to plan their inspections around their ability to reach the scene of the inspection and return. Moreover, upon their return, inspectors will have to spend significant time waiting for their vehicles to charge, which results in less time that can be used carrying out inspections.

⁴ See Exhibit A.

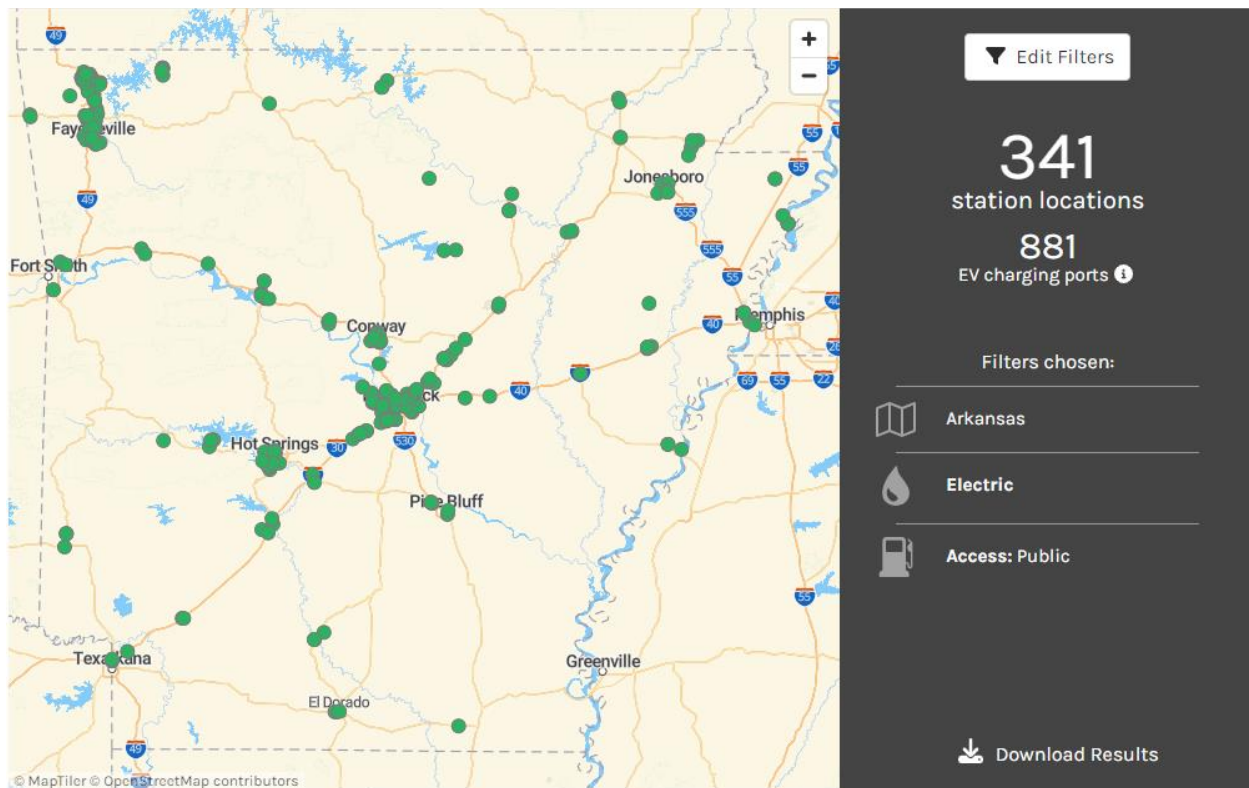
14. In addition to enforcing Arkansas law, the Department also acts on behalf of EPA to enforce federal law. The Department currently participates in a cost-sharing arrangement with the EPA pursuant to a federal grant in which the Department agrees to perform several enforcement actions on behalf of EPA. The grant amount is fixed in exchange for completing certain metrics based on various types of enforcement actions. However, because the logistical burden associated with using electric vehicles will increase the time and resources spent performing each enforcement action, the value of the Department's cost-sharing agreement with EPA will be diminished because of its Rule.

15. If the EPA's Rule has its intended effect of nearly eliminating all internal combustion models from the automobile market, the Department will also have to invest in additional infrastructure to support an electric vehicle fleet. The Department anticipates it will have to install its own electric vehicle charging station at the Department's four locations in Central Arkansas and district and county forestry work centers for employees to charge their vehicles and to charge the fleet's reserve vehicles that are available when an employee's vehicle requires maintenance. Alternatively, for those employees who do not commute to the Department's offices, the Department will be required to either install charging equipment in the employees' homes for overnight charging or incur the cost of employees' time spent at a charging station before or after work hours. If the Department takes the former approach, it must also either install a separate meter at the employees' homes to determine electrical usage or use some other reimbursement method for the increase in the employees' electrical bill. Regardless, either option will result in significant costs.

16. For all these reasons, the EPA's Rule will result in significant cost increases to the Department in terms of infrastructure and decreases in employee productivity given the increased logistical problems that are directly traceable to the EPA's action here.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 30th day of August, 2024, at Little Rock, Arkansas.


Alex Johnston

Exhibit A - Map of Alternative Fueling Stations in Arkansas

Source: U.S. Dep't of Energy, *Alternative Fuels Data Center – Alternative Fueling Station Locator*, https://afdc.energy.gov/stations#/analyze?country=US®ion=US-AR&tab=location&fuel=ELEC&ev_levels=all&show_map=true (August 29, 2024).

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY,
STATE OF WEST VIRGINIA, *et al.*,

Petitioners

v.

U.S. ENVIRONMENTAL
PROTECTION AGENCY, *et al.*,

Respondents

* * *

**DECLARATION OF MIKE MOERER IN SUPPORT OF
PETITIONER COMMONWEALTH OF KENTUCKY'S
PETITION FOR REVIEW**

I, Mike Moerer, hereby declare as follows:

1. My name is Mike Moerer and I currently serve as Administrator for the Transportation Services Bureau (TSB) within Nebraska's Department of Administrative Services. I have served in this role since 2017.

I have an Associates Degree in Automotive Technology from Southeast Community College in Lincoln Nebraska and have 35 years experience in public fleet management. I am over the age of eighteen and competent to testify about the matters in this declaration based on my personal knowledge, my experience with the Bureau, and information provided to me by Bureau personnel.

2. I am providing this declaration in support of the Commonwealth of Kentucky's petition for review of the Rule issued by the EPA entitled "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," published at 89 Fed. Reg. 27,842 (April 18, 2024).

I. The Bureau's light-duty vehicle fleet

3. Among my duties as Administrator is the responsibility of managing the Bureau's motor vehicle fleet. Approximately 85% of the Bureau's vehicle fleet is assigned to staff performing field operations throughout the State of Nebraska. A large portion of these field operations occur in rural areas. The TSB is responsible for the acquisition, operation, utilization, maintenance, and repair of State-owned motor vehicles used for the transportation of State employees in their official duties. TSB is committed to using the most efficient and effective processes available to provide safe and reliable vehicles.

4. The Bureau currently owns 1,050 vehicles. Of these, 950 vehicles are under 8,500 pounds by gross vehicle weight rating ("GVWR"). They include: 625 sedans; 93 one-half ton trucks; 97 SUVs; 16 mini cargo vans and 119 mini passenger vans.

5. Many of the Bureau's vehicles are currently eligible for replacement. However, due supply chain issues that arose during the pandemic constrained the Bureau's procurement ability. Currently, the Bureau maintains an annual budget of \$10,000,000 to maintain, operate, and procure new vehicles for the Bureau's vehicle fleet.

II. The Rule's Impact on the Bureau

6. The Bureau currently replaces approximately 190 light-duty vehicles annually. Maintaining this practice will result in the Bureau replacing approximately 1,140 light-duty vehicles every year between 2027 and 2032. Because the Bureau replaces each vehicle with a new vehicle of like kind, the Bureau anticipates purchasing new vehicles in model years 2027 through 2032, all of which will be impacted by the EPA's Rule.

7. Because the EPA's Rule will require manufacturers to increase production of electric vehicles, the supply of new internal combustion models will likely be more limited. A smaller supply of internal combustion models will result in increased prices for those models.

8. The Bureau's responsibilities under state and federal law, coupled with Nebraska's current infrastructure for charging electric vehicles, means that electric vehicles are not a viable alternative to internal combustion models for the Bureau. The State of Nebraska does not plan to own the charging stations.

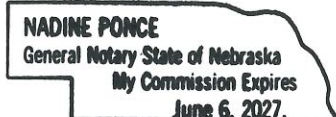
9. If the EPA's Rule has its intended effect of nearly eliminating all internal combustion models from the automobile market, the Bureau will also have to invest in additional infrastructure to support an electric vehicle fleet. The Bureau anticipates it will have to install its own electric vehicle charging station at the Bureau's headquarters in Lincoln, and at additional locations in Omaha, Kearney, Norfolk, North Platte, and Scottsbluff for employees to charge Bureau fleet vehicles.

10. For all these reasons, the EPA's Rule will result in significant cost increases to the Bureau in terms of infrastructure and decreases in employee productivity given the increased logistical problems that are directly traceable to the EPA putting its thumb on the scale of the automobile market.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 3rd day of September 2024, at Lincoln, Nebraska.

Subscribed and sworn before me
in my presence this 9th day of
September 2024, a Notary Public in and
for the County of Lancaster,
State of Nebraska
Nadine Ponce
(signature) Notary Public
My Commission Exp. June 6, 2027.


Mike Moerer



Case No. 24-1087

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

**COMMONWEALTH OF KENTUCKY,
STATE OF WEST VIRGINIA, *et al.*,**

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PROTECTION AGENCY, *et al.*,**

Respondents

* * *

DECLARATION OF JAZZMIN RANDALL

1. My name is Jazzmin Randall. I am over the age of 18, am competent to testify in this case, and have personal knowledge of the matters discussed in this case.
2. I am currently the Director of Fleet Management at the Georgia Department of Administrative Services. I have held this position for approximately six years. My responsibilities include managing the purchase, lease, fuel, and maintenance of State of Georgia vehicles.
3. The State of Georgia presently owns or leases thousands of vehicles that are used by dozens of different agencies and institutions throughout the State.

4. The State of Georgia vehicles are used in urban, suburban, and rural areas throughout the State.
5. The State of Georgia fleet include heavy-, mid-, and light-duty vehicles, trucks, SUVs, sedans, motorcycles, and buses.
6. State employees depend on a reliable vehicle fleet to perform their job duties. My staff and I are responsible for ensuring proper maintenance and procurement of vehicles that will keep State employees safe and capable of performing their important work in State vehicles.
7. While the State of Georgia procures some electric vehicles as part of its fleet, the vast majority of the vehicles in the fleet are internal combustion engines, particularly those used in rural areas.
8. If EPA's proposed rule has its intended effect of nearly eliminating all internal combustion models from the automobile market, the State of Georgia would incur considerable expense in both its acquisition of new vehicles and invest in additional infrastructure to support an electric vehicle fleet.
9. While Georgia continues to increase its electric vehicle charging infrastructure, there are still large areas in the State without adequate charging stations for State vehicles.

10. Any proposed rule that would virtually eliminate the use of internal combustion engines would impose considerable costs on the State of Georgia and potentially limit the availability of State vehicles in rural areas.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 3rd day of September, 2024, at Atlanta, Georgia



Jazzmin Randall

Case No. 24-1087

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY,
STATE OF WEST VIRGINIA, *et al.*,

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PROTECTION AGENCY, *et al.*,

Respondents

* * *

**DECLARATION OF NATHAN OLIVER IN SUPPORT OF
PETITIONER COMMONWEALTH OF KENTUCKY'S
PETITION FOR REVIEW**

I, Nathan Oliver, hereby declare as follows:

1. My name is Nathan Oliver and I currently serve as Director of Fleet Services for the Indiana Department of Administration (IDOA). I have served in this role since January 2024. Before working for the State of Indiana I was a Regional Director for Maintenance at 10 Roads Express. While at 10 Roads Express I was responsible for five shop locations and the maintenance of the vehicles assigned to each of those locations and the staff. Before working at 10 Roads Express I was the Director of Transportation for Monroe County Community School Corporation in

Bloomington, Indiana. While at Monroe County Community School Corporation I researched EV school buses, and the infrastructure needed to operate those vehicles. Not only did I make the recommendation to purchase a specific make and model of EV buses, but I also helped to design the layout and specs for their infrastructure. Before that I was at Richland Bean Blossom School Corporation, Carmichael Truck & Automotive, Monroe County Highway Department, Skirvin Trucking, and Stan's Truck Shop. I have over 30 years of experience in vehicle maintenance and management.

I am over the age of eighteen and competent to testify about the matters in this declaration based on my personal knowledge, my experience with IDOA, and information provided to me by IDOA personnel.

2. I am providing this declaration in support of the Commonwealth of Kentucky's petition for review of the Rule issued by the EPA entitled "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," published at 89 Fed. Reg. 27,842 (April 18, 2024).

I. IDOA's vehicle fleet

3. IDOA's Fleet Services Division provides cost effective and efficient vehicle procurement, administration, and servicing for State agencies. The agencies rely on IDOA to provide reliable vehicles and efficient service to complete their job duties.

4. The current statewide passenger fleet includes 8,388 motorized vehicles. IDOA is constantly purchasing vehicles depending on agency needs and vehicle replacement schedules. Recent supply chain issues have limited availability of vehicles, but IDOA still may purchase 50–75 new vehicles for various state agencies in a given month.

II. The Rule's Impact on IDOA

5. IDOA currently replaces approximately 50 light-duty vehicles annually. When IDOA replaces vehicles, it does so with a new vehicle in like kind. So IDOA anticipates that it will purchase new vehicles from model years 2027 to 2032, all of which will be impacted by the EPA's Rule.

6. Because the EPA's Rule will require manufacturers to increase production of electric vehicles, the supply of new internal combustion

models will likely be more limited. A smaller supply of internal combustion models will result in increased prices for those models. For some tasks, IDOA will still need to purchase internal combustion vehicles.

7. Purchasing a new electric vehicle will cost IDOA between \$70,000 and \$80,000 on average, significantly higher than the average cost of vehicles IDOA currently purchases. IDOA will also need to add infrastructure to charge these electric vehicles due to the low number of electric vehicle chargers throughout the State of Indiana. This will add extra cost for the implementation of the electric vehicles.

8. Agencies' responsibilities under state and federal law, coupled with Indiana's current infrastructure for charging electric vehicles, means that electric vehicles are not a viable alternative to internal combustion models for many Indiana agencies. As of August 28, 2024, there are approximately 587 electric vehicle charging stations in the State.¹ The Indiana Department of Transportation has created a plan, "Charging the Crossroads" to fortify its electric vehicle charging network.² This

¹https://afdc.energy.gov/stations#/analyze?region=US-IN&tab=fuel&fuel=ELEC&cv_levels=all

² <https://chargingthecrossroads.com/>

program will focus on strategic locations along Indiana's interstates and highways.

9. IDOA anticipates that state employees, however, will spend significant time driving in rural areas away from the parkways and interstates. For example, the Department of Agriculture, The Board of Animal Health, the Indiana Department of Environmental Management, the Department of Health, the Department of Natural Resources, the Department of Homeland Security, and the Indiana Department of Transportation use light-duty and medium-duty vehicles to perform field inspections and carry out their daily duties throughout the State.

10. The Board of Animal Health (BOAH) fleet consists of 49 vehicles with all but one of the drivers having their home as their stations with most being in rural or small towns throughout Indiana. We currently maintain 2 vehicles capable of hauling larger trailers to be used during animal health incidents. During animal health events it is all hands-on deck with a number of BOAH staff being cross trained to enhance response readiness. There have been incidents where the health incident was in southern Indiana, and they had to travel two and half hours south

to pick the animal up and haul it back three and half hours north to Purdue University for testing and assessment. Using an electric vehicle could significantly delay this trip.

11. Electric vehicles could also pose significant limitations in responding to weather emergencies. In the case of a tornado or severe weather event all team members of the Indiana Department of Homeland Security (IDHS) are called into action. This spring we had an event in Bloomington and IDHS had to call team members in from all over the state to respond. If IDHS team members were using an electric vehicle they would need to recharge after they arrived in Bloomington or shortly after. Bloomington was without power for several days and because of this IDHS would not have been able to recharge their vehicles and would not have been able to properly handle this event.

12. Compounding this problem, electric vehicles' range is affected by colder weather. Given the cold weather in Indiana, employees' range will be limited if they are assigned electric vehicles. For employees required to travel into rural areas, electric vehicles are not a viable alternative to combustion engine vehicles or will, at minimum, significantly decrease State employee productivity.

13. Because IDOA provides maintenance for state agencies' vehicles, IDOA will also incur significant costs if the rule requires it to purchase new electric vehicles in model years 2027 to 2032. For example, IDOA estimates that it will cost approximately \$500,000 to change its main maintenance and body shop to accommodate electric vehicles. The average EV battery adds 2,500 to 4,000 pounds to the average gas-powered vehicle. All current automotive lifts must be replaced to accommodate for the heavier load. Further, IDOA would have to purchase high voltage testing equipment to service electric vehicles.

14. IDOA will have to train all technicians on maintenance of electric vehicles. The average cost of this training is \$7000 per technician. Additionally, the technicians' standard hand tools (pliers, screwdrivers, prybars, etc) cannot be used on electric vehicles. All of the technicians' tools must be high voltage rated up to 1000 volts. Replacing each technician's tool set will cost, on average, \$15,000 per technician. Indiana currently employs 211 technicians through both IDOA and the Indiana Department of Transportation to support its vehicle fleet.

15. For all these reasons, the EPA's Rule will result in significant cost increases to IDOA in terms of infrastructure and decreases in employee productivity given the increased logistical problems that are directly traceable to the EPA putting its thumb on the scale of the automobile market.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 3rd day of September, 2024, at Indianapolis, Indiana.



Nathan Oliver

Case No. 24-1087

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY,
STATE OF WEST VIRGINIA, *et al.*,

Petitioners

v.

U.S. ENVIRONMENTAL
PROTECTION AGENCY, *et al.*,

Respondents

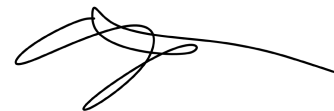
* * *

DECLARATION OF CHESTER COOK

1. My name is Chester Cook. I am over the age of 18, am competent to testify in this case, and have personal knowledge of the matters discussed in this case.
2. I am currently the Deputy State Revenue Commissioner at the Georgia Department of Revenue. I have been involved in the administration of motor fuel taxes at the Department of Revenue since March of 2005.
3. The State of Georgia imposes taxes on motor fuels used for operating motor vehicles on state highways. *See* O.C.G.A. § 48-9-3.
4. Currently, the motor fuel tax on gasoline is \$0.323 per gallon and the motor fuel tax on diesel is \$0.362 per gallon.

5. The motor fuel tax collected by the Department of Revenue is used to fund the building and maintenance of public roads within the State. Ga. Const. Art. III, § IX, ¶ VI.
6. Each year, the State of Georgia collects in excess of 1.5 billion dollars in motor fuel tax that funds the building and maintenance of the State's public road system.
7. If EPA's proposed rule has its intended effect of nearly eliminating all internal combustion models from the automobile market, the amount of motor fuel tax received under O.C.G.A. § 48-9-3 would be substantially decreased.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 3rd day of September, 2024, at Atlanta, Georgia.



Chester Cook

Case No. 24-1087

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY, et al.,

Petitioners

v.

U.S. ENVIRONMENTAL
PROTECTION AGENCY and
MICHAEL S. REGAN, in his official
capacity as Administrator of the U.S.
Environmental Protection Agency,

Respondents

ENVIRONMENTAL LAW & POLICY
CENTER, et al.,

Intervenors

* * *

DECLARATION OF JEFF MCCRAY

I, Jeff McCray, in accordance with the requirements of 28 U.S.C. § 1746 declare:

1. I am the Chairman of the Idaho State Tax Commission (“Tax Commission”).

I have held this position since October of 2020. I have personal knowledge to testify to the issues asserted in this Declaration.

2. Pursuant to Chapter 24, Title 63, Idaho Code, the Tax Commission collects a fuels tax of \$0.32 per gallon from distributors of motor fuel in Idaho. This tax is paid by distributors and is due and payable when a distributor receives the motor fuel. Distributors are authorized to pass the cost of this tax on to the purchaser of the fuel by including the tax amount in the selling price of the fuel sold by the distributor.
3. The State of Idaho uses revenues generated by the collection of the fuels tax to build and maintain highways in Idaho and to support infrastructure for aircraft and boats in Idaho.
4. In 2023, the total amount of fuels tax collected by the Tax Commission was \$393,773,684.
5. The amount of fuel received by distributors in Idaho is dependent on the number of internal combustion engine vehicles driven on roads in Idaho. A reduction in the number of internal combustion engine vehicles driven in Idaho will reduce the amount of fuel received by distributors in Idaho, which,

in turn, will reduce the amount of fuels tax revenue the State of Idaho will receive.

6. Pursuant to Chapter 26, Title 63, Idaho Code, the Tax Commission also collects a sales tax of six percent of the sales price of retail sales in Idaho, including the retail sale of motor fuel. In each transaction, the retailer computes the amount of sales tax and collects the tax from the consumer. The retailer then remits the collected sales tax to the Tax Commission.
7. Sales tax revenue, including the revenue generated from the sale of motor fuel, is distributed pursuant to Section 63-3638, Idaho Code, to a broad range of State and local funds. Sales tax revenue is used to support a variety of environmental, social, educational, infrastructure, public defense, and other governmental programs.
8. The amount of motor fuel sold via retail transactions depends on the number of internal combustion engine vehicles driven on roads in Idaho. A reduction in the number of internal combustion engine vehicles will reduce the amount of motor fuel sold to consumers, which will decrease the amount sales tax revenue the Tax Commission receives and distributes to the programs described in paragraph 7 of this Declaration.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on this 4th day of September, 2024.

State of Idaho
Tax Commission



JEFF MCCRAY
Chairman

Case No. 24-1087

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY, et al.,

Petitioners

v.

U.S. ENVIRONMENTAL
PROTECTION AGENCY and
MICHAEL S. REGAN, in his official
capacity as Administrator of the U.S.
Environmental Protection Agency,

Respondents

ENVIRONMENTAL LAW & POLICY
CENTER, et al.,

Intervenors

* * *

DECLARATION OF DAVID TOLMAN

I, David Tolman, declare under penalty of perjury that the following is true and correct:

1. My name is David Tolman. I am over 21 years of age and am fully competent and duly authorized to make this declaration on behalf of the Idaho Transportation Department (ITD).

2. ITD is the transportation agency for the State of Idaho. ITD's mission is to improve highway safety, foster mobility, and enhance economic development for Idaho's citizens and for all travelers on Idaho roads.

3. I am ITD's Chief Administrative Officer (CAO). As CAO, my responsibilities include oversight of the Department's finances, including its various revenue sources.

4. A key revenue source for ITD is a portion of the State fuel tax collected on each gallon of purchased fuel for non-electric vehicle highway users. To the extent electric vehicles increase in number and use, fuel tax revenues received and used by ITD will be correspondingly reduced.

5. As of the end of 2023, Idaho had 7,768 electric vehicles registered by the State. Per Idaho Code, the fee for State passenger and light duty truck motor vehicle registration is \$45-69 per year. Electric vehicle owners currently pay an additional \$140.00 per electric vehicle/per year because electric vehicles do not generate any Idaho fuel tax revenue.

6. I am familiar with the EPA's Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles (issued April 18, 2024, and effective June 17, 2024). This Final Rule seeks to establish new emission standards for light-duty and medium-duty vehicles (i.e., to reduce "tailpipe emissions" from state-registered vehicles). Increasing the number of electric vehicles is a recognized method to reduce tailpipe emissions and is encouraged by the Final Rule.

7. As of the end of 2023, registered electric vehicles were less than $\frac{1}{2}$ of one percent of the total vehicles registered in Idaho (0.00439 of total vehicle registrations). The Final Rule would require Idaho to move towards 50% of its light duty/medium duty registered vehicles being electric vehicles.

8. Idaho's state fuel tax rate is 32 cents per gallon (\$0.32/gallon). The collected fuel tax revenue is split with sixty percent (60%) going to ITD, and forty percent (40%) going to local governmental entities with ownership/jurisdiction over local roads. Fuel tax revenues contribute to Idaho's road construction and highway maintenance.

9. A reasonable estimate of average fuel used each year by Idaho registered vehicles is 600 gallons per non-electric vehicle. Therefore, a reasonable estimate of average fuel tax per non-electric vehicle/per year is \$192.00.

10. Accordingly, the decrease in Idaho's revenue for each electric vehicle is

reasonably estimated to be \$52.00 per year (\$192.00 per non-electric vehicle minus \$140.00 per electric vehicle).

11. Idaho presently registers approximately 1,770,000 light duty vehicles. Fifty percent of such (50%) would be 885,000 vehicles. It is reasonably anticipated that the number of vehicles registered in Idaho will continue to increase in ensuing years.

12. If Idaho loses \$52.00 per year for each additional electric vehicle, the eventual shortfall mandated by the Final Rule would exceed \$46,000,000 per year. Such amount exceeds eleven percent (11%) of the total fuel tax collected by Idaho on an annual basis. This reduction would thereby impact ITD's revenue stream on an ongoing basis, and impede the Department's efforts to improve highway safety, foster mobility, and enhance economic development.



David Tolman
Chief Administrative Officer
Idaho Transportation Department

Case No. 24-1087

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY,
STATE OF WEST VIRGINIA, *et al.*,

Petitioners

v.

U.S. ENVIRONMENTAL
PROTECTION AGENCY, *et al.*,

Respondents

* * *

**DECLARATION OF BRIAN C. ESPY IN SUPPORT OF
PETITIONER STATE OF ALABAMA'S
PETITION FOR REVIEW**

I, Brian C. Espy, hereby declare as follows:

1. My name is Brian Espy, and I currently serve as Chief of the General Services Branch of the Permits and Services Division of the Alabama Department of Environmental Management ("Department"). I have served in that role since 2017.

I have a bachelor's degree in biosystems engineering from Auburn University. I am over the age of eighteen and competent to testify about

the matters in this declaration based on my personal knowledge, my experience with the Department, and information provided to me by Department personnel.

2. I am providing this declaration in support of the State of Alabama's petition for review of the Rule issued by the EPA entitled "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," published at 89 Fed. Reg. 27,842 (April 18, 2024).

I. The Department's light-duty vehicle fleet

3. Among my duties as Chief of the General Services Branch is the responsibility of managing the Department's motor vehicle fleet. The Department operates their motor pool through a reservation system referred to as the Motor Pool Administration System (MPAS). This system allows all staff, including field operations to reserve a vehicle and perform field operations, inspections, emergency response, attend meetings and conferences, *etc.* throughout the state of Alabama. The highest percentage of the aforementioned activities occur in rural areas. As such, Department employees depend on a reliable vehicle fleet to perform their

job duties. My staff and I are responsible for ensuring proper maintenance and procurement of vehicles that will keep Department employees safe and capable of performing their important work.

4. The Department currently owns 187 vehicles. These vehicles include 63 4WD trucks, 59 sedans, 10 2WD trucks, 7 2WD SUVs, 26 4WD SUVs, and 22 vans.

5. Many of the Department's vehicles are currently eligible for replacement. However, supply chain issues that arose during the pandemic constrained the Department's procurement ability. Currently, the Department maintains a budget based on the type of vehicle and number of miles driven in the previous year to maintain and procure new vehicles for the Department's vehicle fleet. The amount spent varies from year to year but is generally +-\$500,000 annually.

II. The Rule's Impact on the Department

6. The Department currently replaces on average 10.2 vehicles annually. Maintaining this practice will result in the Department replacing approximately 10.2 light-duty vehicles every year between 2027 and 2032. Because the Department replaces each vehicle with a new vehicle of like kind, the Department anticipates purchasing new vehicles in

model years 2027 through 2032, all of which will be impacted by the EPA's Rule.

7. Because the EPA's Rule will require manufacturers to increase production of electric vehicles, the supply of new internal combustion models will likely be more limited. A smaller supply of internal combustion models will result in increased prices for those models.

8. The Department's responsibilities under state and federal law, coupled with Alabama's current infrastructure for charging electric vehicles, means that electric vehicles are not a viable alternative to internal combustion models for the Department. As of August 30, 2024, the Department owns only 4 electric vehicle charging stations and all of the stations are located in Mobile County.

9. The Department's employees must spend significant time driving in rural areas away from the parkways and interstates. The majority of inspections, water, and air sampling occurs in rural and remote areas of the state.

10. Because of the paucity of privately owned charging stations in the state, ADEM employees will be tethered to the counties containing charging stations. In addition to their normal duties, inspectors will have

to plan their inspections around their ability to reach the scene of the inspection and return. Moreover, upon their return, inspectors will have to spend significant time waiting for their vehicles to charge, which is less time that can be used carrying out inspections.

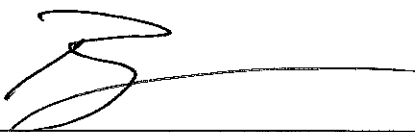
11. In addition to enforcing Alabama law, ADEM also acts on behalf of EPA to enforce federal law. The Department currently participates in a cost-sharing arrangement with the EPA pursuant to a federal grant in which the Department agrees to perform several enforcement actions on behalf of EPA. The grant amount is fixed in exchange for completing certain metrics based on various types of enforcement actions. However, because the logistical burden associated with using electric vehicles will increase the time and resources spent performing each enforcement action, the value of the Department's cost-sharing agreement with EPA will be diminished because of its Rule.

12. If the EPA's Rule has its intended effect of nearly eliminating all internal combustion models from the automobile market, the Department will also have to invest in additional infrastructure to support an electric vehicle fleet. The Department anticipates it will have to install

its own electric vehicle charging station at the Department's headquarters in Montgomery, AL, for employees to charge their vehicles and to charge the fleet's reserve vehicles that are available when an employee's vehicle requires maintenance.

13. For all these reasons, the EPA's Rule will result in significant cost increases to the Department in terms of infrastructure and decreases in employee productivity given the increased logistical problems that are directly traceable to the EPA putting its thumb on the scale of the automobile market.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 4th day of September 2024, at Montgomery, Alabama.



Brian C. Espy

**IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY, *et. al.*,

Plaintiffs,

v.

**U.S. ENVIRONMENTAL PROTECTION
AGENCY, *et. al.*,**

Defendants.

Case No. 24-1087

**DECLARATION OF BRAD BYLSMA, STATE EQUIPMENT FLEET MANAGER
FOR THE ALASKA DEPARTMENT OF TRANSPORTATION**

I, Brad Bylsma, declare the following:

1. I am over the age of 18, have personal knowledge of the subject matter, and am competent to testify concerning the matters in this declaration.
2. I am the State Equipment Fleet Manager. I am in charge of the State Equipment Fleet, a division of the Alaska Department of Transportation, which purchases, maintains, and disposes of state fleet assets, including state vehicles. I have served in this capacity since November 2016.
3. Alaska's fleet of state vehicles includes approximately 3,000 light-duty and medium-duty vehicles. The State also maintains approximately 1,500 heavy-duty trucks, and miscellaneous fleet assets such as trailers, sanders, and other attachments.
4. State vehicles and equipment are in service all across the State of Alaska, in urban settings and in remote rural locations as well. Many Alaska communities are not connected by road.

5. Based on my position, I have personal knowledge and experience to understand the consequences that EPA's new Rule, published on April 15, 2024, *Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles* (the "Rule"), will have in Alaska. The State's fleet of vehicles includes approximately 2,700 vehicles under 8,500 pounds by gross vehicle weight rating ("GVWR"), which is the class of vehicles that will be subject to the Rule.

6. State of Alaska vehicles are used by all state agencies to carry out their missions. State police, biologists, nurses, inspectors, administrative staff, and other state employees use state vehicles to complete their work. State vehicles and equipment are also used for road maintenance, snow and ice removal, disaster response, and maintaining state owned buildings, highways, airports, and harbors.

7. Depending on funding, availability, and what is eligible for replacement, the State purchases between 200 and 500 vehicles per year. Our vehicle maintenance budget for FY25 will be \$40 million, and our vehicle replacement budget for FY25 will be \$38 million.

8. My department has standards for replacement of State vehicles based on age, usage, condition, and maintenance costs. A vehicle's lifespan is determined by its mission, its location, and its expected use. For medium and light-duty vehicles, vehicle life can range from 3-12 years.

9. EPA's Rule will require manufacturers to increase production of electric vehicles ("EVs"). As a result, fewer internal combustion vehicles will be available to purchase, and internal combustion vehicles will become more expensive.

10. In addition to higher costs to replace State vehicles, current EV technology does not perform well in arctic climates like Alaska's. Cold weather has a significant impact on EV battery life and performance. When temperatures drop below 20 degrees Fahrenheit, the range of

a typical EV drops by an average of 41%.¹ This fact may not be cause for concern in milder climates, but in Alaska, the winter brings sustained temperatures far below freezing throughout most of the State from as early as October to as late as April.

11. A typical winter in Anchorage can reduce EV battery life by half or more.² Winters are even colder in the northern reaches of the State. Temperatures in places like Fairbanks and Utqiagvik stay in the negative teens, twenties, and thirties throughout the winter months and regularly dip even lower than that. In a state where the elements are extreme, and the population is sparse, reliable vehicles are necessary for state workers to safely carry out their duties.

12. Currently, Alaska does not have the infrastructure to support extensive use of electric vehicles, especially in remote areas. While some cities, towns, and villages are connected by the road system, others are not. There is very little charging infrastructure in place in remote areas; many smaller towns and villages are not connected to a power grid at all. These villages and villages therefore rely on electricity generated using petroleum or diesel fuel and energy costs there are sky-high.

13. The Rule will require the State to make large investments in charging infrastructure for both public use and exclusive use by state vehicles. The State will need to build additional charging stations and will need to add more charging capabilities and capacity at existing facilities. The charging facilities at State-owned locations will need to be secure to prevent vandalism and theft.

14. As elaborated above, Alaska will be harmed by the application of the Rule. Alaska's climate and lack of infrastructure make widespread use of EVs impractical, expensive,

¹ Emily Pandise & Lora Kolodny, *EV drivers wrestle with cold weather sapping their battery range*, NBC News (Jan 18, 2024), <https://www.nbcnews.com/business/autos/ev-battery-range-cold-weather-charging-rcna134355>

² The State Equipment Fleet purchased an EV (Ford Lightning) last December to performance test in Anchorage.

and unsafe. The Rule will drive up the cost of replacing vehicles and will force State employees to depend on unreliable vehicles in winter conditions that can quickly prove deadly.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on this 5th day of September, 2024.

A handwritten signature in black ink, appearing to read 'BRAD BYLSMA', written over a horizontal line.

BRAD BYLSMA
Equipment Fleet Manager
Alaska Department of Transportation

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY,
STATE OF WEST VIRGINIA, *et al.*,

Petitioners

v.

U.S. ENVIRONMENTAL
PROTECTION AGENCY, *et al.*,

Respondents

* * *

**DECLARATION OF ANDREW KUHLMANN IN SUPPORT OF
PETITIONERS' PETITION FOR REVIEW**

I, Andrew Kuhlmann, hereby declare as follows:

1. My name is Andrew Kuhlmann and I currently serve as the Administrator of the General Services Division within the Wyoming Department of Administration and Information ("Department"). I have served in that role since December 2020. I have a bachelor's degree in political science and a juris doctorate from the University of Wyoming. I am over the age of eighteen and competent to testify about the matters in this declaration based on my personal knowledge, my experience with

the Department, and information provided to me by Department personnel.

2. I am providing this declaration in support of the Petitioners' Petition for Review of the Rule issued by the EPA entitled "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," published at 89 Fed. Reg. 27,842 (April 18, 2024).

3. Among my duties as Administrator is the responsibility of managing the Department's Motor Vehicle Management System. The Department provides vehicles and vehicle maintenance for most State of Wyoming agencies and their employees. Most of these field operations occur in rural areas. As such, state employees depend on a reliable vehicle fleet to perform their job duties. My staff and I are responsible for ensuring proper maintenance and procurement of vehicles that will keep state employees safe and capable of performing their important work.

4. The Department's fleet currently consists of 1,097 active vehicles. Of these, most vehicles are under 8,500 pounds by gross vehicle weight rating ("GVWR"). They currently include, among other vehicles,

approximately: 15 one-quarter ton trucks; 217 one-half ton trucks; 120 full-size SUVs; 103 mid-size SUVs; 53 small SUVs; and 372 sedans.

5. The Department procures its own fleet with the goal to replace vehicles when they either reach 100,000 miles or 10 years of service.

6. Many of the Department's vehicles are currently eligible for replacement. However, supply chain issues that arose during the pandemic constrained the Department's procurement ability. In addition to the vehicles that are already eligible for replacement, the Department anticipates approximately 180 more vehicles will become eligible in the current fiscal biennium, at an estimated replacement cost of around \$8,000,000.

7. The Department generally replaces approximately 10% of its fleet annually. Maintaining this practice will result in the Department replacing around 90 light-duty vehicles every year between 2027 and 2032. Because the Department replaces each vehicle with a new vehicle of like kind, the Department anticipates purchasing new vehicles in model years 2027 through 2032, all of which will be impacted by the EPA's Rule.

8. Electric vehicles are not a viable alternative to internal combustion models for the Department because of Wyoming's current infrastructure for charging electric vehicles.

9. Many of the state employees using the Department's vehicles must spend significant time driving in rural areas and covering long distances in a single day to travel between Wyoming's widely-spaced communities.

10. If the EPA's Rule has the effect of nearly eliminating all internal combustion models from the automobile market, the Department will also have to invest in additional infrastructure to support an electric vehicle fleet or otherwise acquire access to charging infrastructure. Because the Department's vehicles are used across the state, the Department would need access to infrastructure all over the state, and not just in Cheyenne. Just to support its pool of approximately 79 vehicles that are available for daily rentals by agencies, the Department anticipates it will have to install its own electric vehicle charging stations near its Motor Vehicle Management System shop in Cheyenne. Additional charging stations would be needed around the state to allow those same vehicles to return to Cheyenne. The Department currently does not own or pay

for any charging stations, so the acquisition of electric vehicle charging infrastructure will result in significant costs.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Executed on this 5th day of September, 2024, at Casper, Wyoming.



Andrew Kuhlmann
Administrator, General Services
Division
Wyoming Department of
Administration and Information

AFFIDAVIT OF Mick Syslo

STATE OF NEBRASKA)
) ss.
COUNTY OF LANCASTER)

I, Mick Syslo, being duly sworn upon oath, state as follows:

1. I am over 18 years of age, have personal knowledge of the matters set forth herein, and am competent to make this Declaration.
2. I am employed by the Nebraska Department of Transportation (NDOT) at its office in Lincoln, Nebraska.
3. The title of my position within NDOT is Deputy Director – Operations. I was formerly the Roadway Design Engineer, and before that, the Materials and Research Engineer for NDOT.
4. As a part of my position, I have been involved in the pavement design and roadway design functions for NDOT. My duties have involved the impact of traffic on Nebraska's State Highway System.
5. It is NDOT's understanding that, given the state of current engineering, electric vehicles are generally understood to be heavier as compared to comparably styled petrol-fueled vehicles.

Effect of Axle Weight on Pavement Fatigue

6. In general, heavier vehicles cause greater wear and tear to roads and highways than lighter vehicles.
7. Because of their relative weight, commercial vehicles (i.e., trucks) bring about substantially more wear and tear on pavement than passenger vehicles do.
8. Given that they cause more wear and tear than passenger vehicles, commercial vehicles


- are the primary consideration when designing the specifications of highway pavements.
9. The standard method for pavement design is to use axle configurations and weight to determine a vehicle's effect on the pavement.
 10. The Bridge Formula codified at Neb. Rev. Stat. § 60-6,294 controls axle configurations, and the projected traffic data for the amount and type of vehicles for a particular roadway are used to project axle load impacts to the pavement.
 11. Pavement damage comes from the amount of "axle loading" the pavement is subjected to over time.
 12. An "axle load" is total weight bearing of a wheeled vehicle on the road for all wheels attached to a given axle.
 13. For pavement design purposes, all legal truck weights, trailer weights, and axle configurations are converted to a "standard axle" known as an Equivalent Single Axle Load or ESAL.
 14. As each load or axle travels over a roadway it causes the underlying pavement to flex or compress ever so slightly.
 15. As thousands of loads go over the pavement throughout the year, then fatigue (damage) begins to develop in the form of microcracks.
 16. The pavement is designed to handle a large number of loaded trucks over several years. Each pass of the loaded truck fatigues the pavement. If the load weights or the number of loads increase, then the pavement fatigues faster than what was originally planned and it will need to be repaired sooner than anticipated.
 17. Further, some pavements do not accommodate increased loads as well as other pavements. The subgrades under flexible pavements are more susceptible to damage from

- heavy loads than are rigid pavements.
18. NDOT projects that even small increases in weight can rapidly increase the rate of pavement fatigue, as the rate of fatigue increases not proportionately but exponentially.
 19. All vehicles, both electric and non-electric, need to conform to the axle configurations in Neb. Rev. Stat. § 60-6,294, with a few statutorily exempted vehicles.
 20. If Bridge Formula axle configurations were adjusted to allow more weight per axle, then the pavement would be damaged much more quickly than at current weight per axle configurations.
 21. Damage done to the pavement from truck axle loads increases at an exponential rate as the load weight increases.
 22. This exponential rate can be modeled using what is known as a power 4 formula. One example of this calculation is as follows:
 - a. One standard axle load for a single axle is 18,000 lbs. = 1.0 ESAL
 - b. If the load increase 10% to 19,800 lbs., then the damage is to a magnitude of 4:
 - c. $(19,800 \text{ lbs.} / 18,000 \text{ lbs.})^4 = (1.1)^4 = (1.1) \times (1.1) \times (1.1) \times (1.1) = 1.5 \text{ ESALs}$
 - d. If the load is doubled on that single axle to 36,000 lbs., then the damage would be:
 - e. $(36,000 \text{ lbs.} / 18,000 \text{ lbs.})^4 = (2.0)^4 = (2.0) \times (2.0) \times (2.0) \times (2.0) = 16 \text{ ESALs}$, so not just double.
 23. NDOT projects that doubling the axle load would result in approximately 16-times the damage of the present axle load.
 24. With this example, NDOT projects that if the axle load on a 5-axle semi-truck is increased 10 percent, then the damage done to the pavement is about 1.5-times as much

as the present legal load.


25. For example, the current roadway under this scenario was designed to handle 8,030,000 ESALs over 20 years. If allowed to overload by an additional 10 percent, then the roadway would have 8,657,800 ESALs over 20 years. At that increased rate, the roadway would reach its design life ESALs (8,030,000 ESALs) in 18.5 years instead of 20 years. That is a 7.5 percent loss in investment for that pavement.
26. As shown in this example, NDOT would project that a 10 percent increase in axle load weight could reduce the pavement life by 7.5 percent, or in other words, require an additional \$6,000,000 to \$10,300,000 annual investment into the State's pavements.
27. Local County Highway Superintendents, who are responsible for local non-state highway roadways, have informed NDOT that their current paved roadways are about 6" in thickness, which is about 2" to 4" thinner than most State highways. Because the local-paved-rural roadways are thinner than State highways, the impacts to the local system would be even greater than those expressed above for the State system.
28. In conclusion, vehicles of similar size but with greater mass are more likely to contribute to increased pavement fatigue, necessitating earlier repair or replacement.

Further affiant sayeth not.


Mick Syslo, P.E.

Subscribed and sworn to me on September 6th, 2024, by the above-named Mick Syslo, known by me to be the person named as the affiant in the above affidavit.




Notary Public

**IN THE UNITED STATES COURT OF APPEALS FOR
THE DISTRICT OF COLUMBIA CIRCUIT**

STATE OF TEXAS,

Petitioner,

v.

UNITED STATES

ENVIRONMENTAL PROTECTION
AGENCY AND MICHAEL S.

REGAN, ADMINISTRATOR, UNITED

STATES ENVIRONMENTAL PROTECTION
AGENCY

Respondents.

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Case No. 24-1100

(consolidated with No. 24-1087)

DECLARATION OF MURL E. MILLER

I, Murl E. Miller, declare as follows:

1. I am Murl E. Miller. I am over the age of 18 and a U.S. citizen. I make this Declaration supporting Petitioner, State of Texas', lawsuit. I could competently testify as to the contents of this Declaration if called upon to do so.
2. I am Chief Counsel at the office of the Texas Comptroller of Public Accounts (CPA), where I have worked for over 14 years. My role with the CPA includes or has included tax policy, tax litigation, and general litigation. As the Anti-Fraud Coordinator for the agency, I am aware of the nature and impact that motor fuels revenues have upon the state fisc, and the priority of our criminal investigation division in protecting that stream of revenue. I also work with numerous divisions within the CPA, including our revenue estimating division and the statewide procurement division. I work daily with personnel from these divisions that include attorneys, analysts, accountants, auditors, and economists.
3. The CPA is primarily tasked with collecting all state tax revenue and estimating the tax and other revenue available to the Texas Legislature for appropriation. Its procurement division also manages most of the state motor vehicle fleet.
4. I am aware of the Final Rule at issue in this case, with respect to the emissions standards for light- and medium-duty motor vehicles starting with model year 2027 through model year 2032, and have reviewed it. These regulations will result in limiting the availability of motor vehicles to Texas consumers and the state government based of the type of fuel and engine propelling the motor vehicle.

5. The Final Rule establishes new greenhouse gas emission standards to reduce air pollutant emissions from light-duty and medium duty motor vehicles that will phase in for model years 2027 through 2032.¹ The tacit purpose of the Final Rule, however, is to rapidly accelerate the Nation's transition to electric vehicles.

6. The Final Rule, part of the comprehensive federal regulatory regime dedicated to removing motor vehicles propelled by internal combustion engines, unreasonably interferes with Texas's autonomy to balance Congress's environmental goals with the economic impacts those goals cause upon the state, particularly given its unique economic and industrial base. Final Rule overreaches federal authority by infringing on the Texas's sovereignty, including its rights to set its own environmental policy, regulate its own economic activities, and (as particularly relevant to the CPA) manage its own procurement of new vehicles.² The Final Rule ignores the continuing improvements and innovations being made to internal combustion engine technology to reduce tailpipe pollutants.

7. The Final Rule directly impacts Texas by imposing its regulatory regime upon the State's motor vehicle fleet. Texas, whose borders include over 260,000 square miles of variegated terrain, owns and operates a motor vehicle fleet of approximately 23,296 motor vehicles designed to operate across a variety of different operating conditions. The motor vehicle fleet includes approximately 18 electric motor vehicles and 121 hybrid gasoline-electric vehicles of which 103 are owned and operated by the Texas Criminal Justice Department (TDCJ). Shifting nearly 2/3 of the State's vehicles to electric—as the Final Rule contemplates—would thus require an enormous outlay of public funds, which are not currently in the State's budget.

8. Such a shift would not occur but for the Final Rule. Citing infrastructure concerns, the TDCJ has affirmatively represented that it does not intend to retain the hybrid vehicles in the future and currently has no plans to voluntarily replace them with any form of electric motor vehicle. The TDCJ also stated that it does not have a plan to purchase any electric motor vehicles. They cite having fuel depots at multiple Prison or Jail Units that they utilize for all their agency vehicles. This allows the TDCJ to purchase fuel at bulk contract pricing. Since a large portion of the TDCJ's vehicles operate over long distances on a daily basis and with transporting incarcerated individuals, it must abide agency policies relating to where the vehicles may stop and refuel. The Texas Department of Public Safety expressed similar concerns about the capability of electric motor vehicles to meet the performance requirements essential to their missions. The Texas Parks & Wildlife Department states that they are not looking to adopt electric motor vehicles due to the fact that the majority of their vehicles need to require travel to locations of great distance and limited resources to fuel (gas or charging stations). Combustion engine vehicles typically have a higher range in miles that they can travel. Their vehicles also very often travel over rugged terrain and require 4-wheel drive, not readily and easily available for purchase in electric vehicles.

9. The regulatory mandate of the Final Rule will require Texas to convert its current gasoline and diesel fueled internal combustion engine driven light- and medium-duty motor vehicle fleet

¹ "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," 89 Fed. Reg. 27,842, 27,842 (Apr. 18, 2024) (Final Rule).

² US Const. amend. XII.

by primarily purchasing battery electric vehicles (BEVs) beginning with model year 2027 through 2032.

10. To estimate the number of light- and medium-duty motor vehicles that would be purchased by the CPA's Statewide Procurement Division and the four state agencies³ that maintain their own motor vehicle fleets during 2027 through 2032, the CPA applied a general policy that state light-duty vehicles are to be retained for 9 years and/or 100,000 miles, and state medium-duty vehicles are to be retained for 10 years and/or 110,000 miles. Thus, the population of the CPA state motor fleet was specific to the light- and medium-duty vehicles that would come of meet the age and/or the mileage policy during the calendar years 2027 through 2032. Texas has a substantial number of legacy vehicles of various ages and mileages that fall significantly outside the general policy that have been retained for specific business needs or for the remainder of its useful life. None of the legacy vehicles were included in the estimated number of vehicles to be replaced by new motor vehicles during the period. For the four state agencies that operate state motor vehicle fleets outside the control of the CPA's Statewide Procurement Division, the number of light- and medium-duty motor vehicles that could be required to maintain their standard useful life was determined and then reduced in half to establish a conservative estimate of the number of vehicles that would be purchased during the period. The estimate progressively increases the number of limited or zero emission electric motor vehicles that Texas purchases in line in recognition of the projected new vehicle technology penetrations during this period.

11. Our Statewide Procurement Division's pricing for electric motor vehicles shows that their cost most often exceeds the manufacturer's suggested retail price (MSRP). Edmunds automobile price data, last updated on May 8, 2024,⁴ shows that electric vehicles almost always have higher retail prices than their internal combustion engine counterparts. In the first quarter of 2024, there was a 42% gap in the average price of an electric car compared to a gas car. The biggest gap in MSRP, according to Edmunds price data, was 58.5% in the popular compact SUV category. The average fully electric model, with a starting MSRP of \$53,048, was \$17,326 more than the average of \$35,722 for a gas-burning compact crossover. The smallest gap was for large pickups: 18% at \$76,475 for electrics versus \$64,784 for ICE vehicles. However, given some of the future pricing projections, the State of Texas has elected to use an average transaction price for just electric cars of \$56,520 in July, 2024, which is \$8,119 more than the average price of an internal combustion powered vehicle at \$48,401 to model the future price differential.⁵

12. Automobile insurance is also more expensive for an electric powered vehicle than an internal combustion engine vehicle.⁶ On average, an electric vehicle will cost up to \$44 more to insure per month or \$538 per year than an internal combustion engine vehicle⁷. Insurance

³ Texas Department of Transportation, Texas Department of Criminal Justice, Texas Department of Public Safety and Texas Parks and Wildlife Department.

⁴ John O'Dell, "Big Gap Remains in Average Price of Electric Car vs. Gas Car," Edmunds (May 8, 2024) <https://www.edmunds.com/car-buying/average-price-electric-car-vs-gas-car.html>.

⁵ Renee Valdes, "How Much Are Electric Cars?," Kelley Blue Book (KBB) (Aug. 20, 2024) <https://www.kbb.com/car-advice/how-much-electric-car-cost/>.

⁶ "Electric Vehicle Insurance Rates," National Association of Insurance Commissioners (updated Feb. 27, 2024) <https://content.naic.org/insurance-topics/electric-vehicle-insurance-rates>.

⁷ *Id.*

premiums for electric cars are typically higher than comparable conventional gas-powered models for four reasons outside of the driver's age, location and driving record: (1) The MSRP of an electric vehicle is likely more than a comparable gas-powered vehicle. Generally, higher-priced vehicles cost more to insure because they also cost more to repair or replace. (2) The insurance rate could be higher because the cost to repair that electric vehicle, if it is involved in an accident, is typically greater than a conventional gas-powered vehicle. Although electric vehicles have fewer moving parts than conventional automobiles, those parts are expensive to replace. If the battery pack is damaged, certain safety protocols are often necessary, adding more expense to the repair bill. (3) Electric vehicles cost more to replace if involved in an accident and it's the driver's fault, and the car gets totaled by the insurer. (4) There are not as many shops with technicians trained to fix electric vehicles compared with traditional vehicles. Typically, this means having a dealership repair the vehicle. Dealerships and the limited number of qualified facilities to repair an electric vehicle typically charge more for repairs than independent repair shops working on internal combustion engine vehicles because of the specialized training and equipment that is required.⁸ This is also problematic for Texas because there tend to be large distances between repair locations.

13. Additionally, the State of Texas will have to purchase chargers to fuel the new electric fleet. It is estimated that the State of Texas will need to invest in installing one Level 2 charger for every two vehicles in the state's motor vehicle fleet and one DC charger for every forty vehicles in its new electric fleet to provide expedited recharges to support business needs and reduce non-productive time lost during the expedited charge process as compared to an engine operating on gasoline or diesel. The EPA has identified two studies that provide for the estimated price of Level 2 and DC charging unit and the installation cost, which is adopted for purposes of this estimation. Further, due to the risk of a charger or battery fire, and the safety of the public, employees, and the firemen responding to such a fire, the Texas Facilities Commission has determined that charging of electric vehicles should not occur in underground garages, thus necessitating future rental expenses for above-ground parking facilities which cannot be determined at the present. This will be challenging in both urban areas (where rent is expensive) and Texas's swaths of rural space (where such facilities just may not exist).

14. There is disagreement concerning the costs of fueling differing types of new vehicle engines with the response supporting the federal government's vision of having electric motor vehicles dominate the automotive marketplace for the period at issue. The Anderson Economic Group (AEG), however, had determined that trucks cost about the same to fuel and charge, while entry and midlevel cars and SUVs cost more to charge at home and in public than they do to fuel at a gas station.⁹ AEG found the cost to charge an entry-priced internal combustion engine cars and crossovers was "around \$9.78 per 100 purposeful miles," but an entry-priced electric motor vehicle charged mostly at home was \$12.55 and an electric motor vehicle charged mostly at commercial charging stations was \$15.97. Further, AEG found the cost to charge mid-priced internal combustion engine cars and crossovers was "approximately \$11.08 per 100 purposeful

⁸ *Id.*; see also Chantel Wakefield, "Does It Cost More for Electric Car Insurance?," KBB (May 10, 2023) <https://www.kbb.com/car-advice/is-there-any-difference-in-electric-car-insurance/>.

⁹ See "Some Cars Cheaper to Fuel with Gas than Electric in 2023," Anderson Economic Group (Aug. 1, 2023) <https://www.andersoneconomicgroup.com/many-gas-powered-cars-cheaper-to-fuel-than-electric-in-2023/>.

miles,” but a mid-priced electric motor vehicle charged mostly at home was \$12.62, and an EV charged mostly at commercial charging stations was \$16.10.¹⁰ In the luxury motor vehicle market, electric vehicles who are charged mostly at home paid around \$13.50 per 100 miles, as opposed to \$17.56 for the electric motor vehicle version.¹¹ Consumers of luxury electric vehicles who charged commercially paid \$17.81 per 100 miles.¹² The study was based on the latest information on gas and residential electricity prices, commercial charging prices, tax rates on fuel and electric cars, fuel economy details, and more to compare the cost of fueling versus charging for 100 miles of driving.¹³ When compared with studies that only compare gas and electricity costs, the AEG study amortized other costs, like charging installation and EV registration fees, as part of the cost of home charging, as well as time spent driving to and waiting at a station as a cost part of commercial charging.¹⁴

15. The State of Texas estimates that it will purchase 498 plug-in or battery electric power MY 2027 vehicles. The 498 electric vehicles would cost, on average, an additional \$4,043,262 to purchase than internal combustion engine vehicles, and an additional \$267,924 per year for the period to insure the electric vehicles, and 249 Level 2 chargers and 12 DC chargers will need to be purchased and installed for another \$4,186,900. Thus, the additional cost to the State of Texas for the period will be \$9,837,706. This does not include lost productivity time, facility rental, nor the injuries to the state economy and fisc described below.

16. The State of Texas estimates that it will purchase 554 plug-in or battery electric power MY 2028 vehicles. The 554 electric vehicles would cost, on average, an additional \$4,497,926 to purchase than internal combustion engine vehicles, and an additional \$298,052 per year for the period to insure the electric vehicles, and 277 Level 2 chargers and 14 DC chargers will need to be purchased and installed for another \$4,785,800. Thus, the additional cost to the State of Texas for the period will be \$10,773,986. This does not include lost productivity time, facility rental, nor the injuries to the state economy and fisc described below.

17. The State of Texas estimates that it will purchase 780 plug-in or battery electric power MY 2029 vehicles. The 780 electric vehicles would cost, on average, an additional \$6,332,820 to purchase than internal combustion engine vehicles, and an additional \$419,640 per year for the period to insure the electric vehicles, and 390 Level 2 chargers and 20 DC chargers will need to be purchased and installed for another \$10,201,820. Thus, the additional cost to the State of Texas for the period will be \$18,213,200. This does not include lost productivity time, facility rental, nor the injuries to the state economy and fisc described below.

18. The State of Texas estimates that it will purchase 511 plug-in or battery electric power MY 2030 vehicles. The 511 electric vehicles would cost, on average, an additional \$4,148,809 to purchase than internal combustion engine vehicles, and an additional \$274,918 per year for the period to insure the electric vehicles, and 256 Level 2 chargers and 13 DC chargers will need to

¹⁰ *Id.*

¹¹ *Id.*

¹² *Id.*

¹³ *Id.*

¹⁴ *Id.*

purchased and installed for another \$4,434,850. Thus, the additional cost to the State of Texas for the period will be \$9,408,413. This does not include lost productivity time, facility rental, nor the injuries to the state economy and fisc described below.

19. The State of Texas estimates that it will purchase 982 plug-in or battery electric power MY 2031 vehicles. The 982 electric vehicles would cost, on average, an additional \$7,972,858 to purchase than internal combustion engine vehicles, and an additional \$529,930 per year for the period to insure the electric vehicles, and 491 Level 2 chargers and 25 DC chargers will need to be purchased and installed for another \$8,518,750. Thus, the additional cost to the State of Texas for the period will be \$17,551,668. This does not include lost productivity time, facility rental, nor the injuries to the state economy and fisc described below.

20. The State of Texas estimates that it will purchase 1,140 plug-in or battery electric power MY 2032 vehicles. The 1,140 electric vehicles would cost, on average, an additional \$9,255,660 to purchase than internal combustion engine vehicles, and an additional \$613,320 per year for the period to insure the electric vehicles, and 570 Level 2 chargers and 29 DC chargers will need to be purchased and installed for another \$9,885,050. Thus, the additional cost to the State of Texas for the period will be \$19,754,500. This does not include lost productivity time, facility rental, nor the injuries to the state economy and fisc described below.

21. The estimate for the six-year period illustrates that the State of Texas's motor vehicle fleet would convert 4,465 internal combustion engine motor vehicles to electric motor vehicles. The additional expense to the State of Texas to adopt electric vehicles into its fleet is approximately \$85,539,273. This does not include lost productivity time, facility rental, nor the injuries to the state economy and fisc described below.

22. Based on Texas Department of Motor Vehicle data, slightly more than 200,000 electric vehicles are now registered in Texas. Of total number of electric vehicles registered, the vehicles are largely tethered to large metropolitan areas of the state as Dallas-Fort Worth metro area accounts for the highest percentage, with 36.7%. Houston comes in second, accounting for 24.07% of the electric motor vehicles statewide, with Austin rounding out the Top 3 with 20.1% of registered electric motor vehicles residing in the state capital.¹⁵ If left to market forces, it is estimated that by 2028 electric motor vehicle registrations in Texas would be around 1.28 million of approximately 18.6 million gasoline vehicles registered in Texas (assuming there is no change between 2022 and 2028).¹⁶

23. However, a rise in electric vehicle sales is likely demanded by the EPA Final Rule's penetration projections as well as other aspects of the current regulatory climate. Assuming consistent rate of new light-duty and medium-duty motor vehicle sales at 1,765,554, with adherence to the penetration rates set out by the EPA's for the period, and also assuming a consistent rate of used light-duty and medium duty motor vehicles sales at 4,445,969, with a moderately lower penetration rate for such electric motor vehicle sales than set out in the EPA

¹⁵ "Electric Vehicle Registrations by State," Alternative Fuels Data Center (updated June 2024) <https://afdc.energy.gov/data/10962>.

¹⁶ Texas Department of Motor Vehicles; Comptroller Revenue Estimating Division.

estimates for the period, by 2030 electric vehicles will make up roughly 36 percent of light-duty and medium duty motor vehicles.¹⁷

24. This does not bode well for the State of Texas. Even apart from its unique intrastate grid (which raises its own problems from this Final Rule), the Texas economy is intricately linked to its energy production. EPA's Final Rule, which explicitly aims to reduce the demand for petroleum-based fuels, disproportionately impacts Texas more than other states, threatening Texas' jobs, revenues, and overall economic stability.

25. Texas' economic structure is distinct among U.S. states, ranking number one in overall energy consumption and expenditures, industrial and transportation-related petroleum consumption, as well as industrial electric power and total natural gas consumption.¹⁸ Texas' economy requires twice or more petroleum and natural gas as California, the second-largest U.S. consumer, due to the Texas' geography and the nature of its industrial base.

26. In 2022, Texas expended \$138.7 billion on petroleum fuels and \$29.2 billion on natural gas, according to the Energy Information Administration.¹⁹ However, Texas' expenditures were only 11% higher than those of California, despite Texas consuming about twice as much, because California's energy prices for petroleum fuels and natural gas averaged over 70% and 90% higher, respectively, than those in Texas. The Federal imposition of a California-style approach under the EPA Final Tailpipe Rule, which has produced some of the highest energy prices in the nation, would be untenable for Texas' economy.

27. Importantly, Texas is the nation's top producer and refiner/processor of both oil and natural gas, supplying virtually all its own energy and adding value through the supply chain.^{20,21} This advantage attracts and enables the production of fuels, petrochemicals, and energy-advantaged manufacturing.

28. Texas' oil and natural gas industry has built unprecedented economies of scale, underpinned by integrated production, processing, and pipeline infrastructure, refining, petrochemical, and manufacturing facilities. In the first quarter of 2024, the Texas oil and natural gas industry directly employed 494,593 people and paid \$20.8 billion in wages, according to data

¹⁷ Maximilian Fischer, et al. "A turning point for US auto dealers: The unstoppable electric car," McKinsey & Co. (Sept. 23, 2021) <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/a-turning-point-for-us-auto-dealers-the-unstoppable-electric-car>.

¹⁸ "Texas State Profile and Energy Estimates" U.S. Energy Information Administration (EIA) (updated Aug. 15, 2024) <https://www.eia.gov/state/data.php?sid=TX>.

¹⁹ "Table F17: Total petroleum price and expenditure estimates, 2022," EIA (N.D.) https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_pr_pa.html&sid=US&sid=TX; "Table F22: Natural gas price and expenditure estimates, 2022" EIA (N.D.) https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_pr_ng.html&sid=US&sid=TX.

²⁰ "Crude Oil Production," EIA (Aug. 30, 2024) https://www.eia.gov/dnav/pet/pet_crd_crpdc_adc_mbbldpd_m.htm; "Natural Gas Gross Withdrawals and Production," EIA (Aug. 30, 2024) https://www.eia.gov/dnav/ng/ng_prod_sum_a_EPG0_VGM_mmcf_a.htm.

²¹ Natural gas liquids (NGLs) extracted from Texas' natural gas stream have added up to 3.8 million barrels per day on top of the record-high 5.7 million barrels per day of crude oil production as May 2024, according to EIA. See "Natural Gas Plant Field Production," EIA (Aug. 30, 2024) https://www.eia.gov/dnav/pet/pet_pnp_gp_dc_r3a_mbbldpd_m.htm

from the Census Bureau and Texas Workforce Commission. The industry also contributed \$26.3 billion in state and local taxes and state royalties during the 2023 fiscal year—an amount exceeding the total tax receipts of 36 other states.²²

29. Texas' leadership in U.S. energy is therefore critical to both the state's economy and our nation's economic and energy security, and the State is uniquely and disproportionately affected by EPA's tailpipe emissions rule.

30. Texas exemplifies how to design an economy that leverages its strengths. When quantifying the economic impact of investments or industries, local production, labor, and other inputs are key to generating multiplicative economic benefits. By contrast, importing factors of production dilutes economic value.²³

31. Economic leakage occurs when industries relocate or scale back operations in one region due to stringent regulations, shifting economic activity and benefits to other regions with less stringent rules. This results in job losses, reduced tax revenues, and a decline in regional economic activity.

32. If EPA's rule succeeds in curtailing the use of petroleum-based fuels, it will directly reduce the demand for Texas-produced oil and refined products. Based on calendar year 2022 data, Texas' oil and natural gas industry directly contributed \$360.7 billion to Texas' economy and supported a total \$751.3 billion of economic activities through the value chain, including direct, indirect, and induced activities.²⁴

33. Instead of petroleum-based fuels, EPA's promotion of transportation that relies mainly on rare earth minerals, semiconductors, and electrical components—often produced in countries with less stringent environmental and labor regulations—could shift manufacturing and production away from Texas and to regions offering lower compliance costs and fewer restrictions on production and emissions.

34. EPA's tailpipe emissions rule could, therefore, damage the product markets that Texas currently serves using its unique resource endowment and infrastructure. The economic benefits that Texas enjoys today from the oil and natural gas industry—such as jobs, tax revenues, and multiplicative economic effects across related industries—would diminish as EPA's mandate shifts demand away from Texas, diminishing Texas' scale economies and raising industry costs. Consequently, with reduced global competitiveness, Texas' production and manufacturing could also relocate to other regions or countries.

35. This phenomenon can be seen in California, which has chosen (as *its* sovereign prerogative) to transition away from the fossil fuel dominated energy systems to zero emission

²² "Texas Oil and Natural Gas Industry Pays History-Making \$26.3 Billion in State and Local Taxes, State Royalties," Texas Oil & Gas Association (Jan. 30, 2024) <https://www.txoga.org/2023eeir/> (TXOGA Report).

²³ "RIMS II User Guide," Bureau of Economic Analysis (Dec. 2013) https://www.bea.gov/sites/default/files/methodologies/RIMSII_User_Guide.pdf.

²⁴ See TXOGA Report.

vehicles by 2035,²⁵ and dropping motor fuel consumption 94 percent by or before 2045.²⁶ The significant changes that have occurred in California's commute patterns and adoption of zero emission vehicles in the past several years have resulted in Californians consuming nearly two billion fewer gallons of gasoline in 2022 and 2023 than in 2019.²⁷ The California Energy Commission's August 2024 Transportation Fuels Assessment²⁸ is one component of SB X1-2. In the Assessment, the California Energy Commission acknowledges that the continuing permanent declines in demand for motor fuels will have unknown effects on the few petroleum refineries left in the state.²⁹

36. It is possible that more refineries will close or convert to producing renewable fuels, decreasing the resiliency of motor fuel supply to the California market, which could lead to price spikes.³⁰ The Assessment identifies policy options and methods that could be followed to ensure a "reliable supply of affordable and safe transportation fuels," that include the marine importation of refined petroleum fuels and blending components³¹ and "state-owned refineries."³² The Assessment suggests that the scope of this state-owned refinery initiative "could range from one refinery to all refineries in the state."³³ Thus, California's EPA tailpipe emissions rule driven mandate, if thrust upon Texas, is highly likely to harm not just Texas's economy but its tax receipts based on oil and products produced therefrom.

I declare under penalty of perjury under the laws of the United States of America and the State of Texas that the preceding is true and correct.

Executed in Austin, Texas on this 6th day of September 2024.

BY: 

Murl E. Miller

²⁵ See Advanced Clean Cars II Rule at <https://ww2.arb.ca.gov/rulemaking/2022/advanced-clean-cars-ii>. The rule establishes a year-by-year roadmap so that by 2035 100% of new cars and light trucks sold in California will be zero-emission vehicles, including plug-in hybrid electric vehicles. The regulation realizes and codifies the light-duty vehicle goals set out in Governor Newsom's Executive Order N-79-20.

²⁶ "California Releases World's First Plan to Achieve Net Zero Carbon Pollution," Governor Gavin Newsome (Nov. 16, 2022) <https://www.gov.ca.gov/2022/11/16/california-releases-worlds-first-plan-to-achieve-net-zero-carbon-pollution/>.

²⁷ See 2024 California Energy Commission and California Department of Tax and Fee Administration Joint Report to Legislature, at Figure 2.

²⁸ Quentin Gee, et al., "Transportation Fuels Assessment: Policy Options for a Reliable Supply of Affordable and Safe Transportation Fuels in California," California Energy Commission (Aug. 15, 2024) <https://www.energy.ca.gov/publications/2024/transportation-fuels-assessment-policy-options-reliable-supply-affordable-and>.

²⁹ See California Energy Commission, August 2024 Assessment Report, page 23.

³⁰ *Id.*, page 23.

³¹ *Id.*, page 6.

³² *Id.*, page 74.

³³ *Id.*, page 74.

No. 24-1087 (and consolidated cases)

**IN THE UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

COMMONWEALTH OF KENTUCKY and
STATE OF WEST VIRGINIA, *et al.*,

Petitioners

v.

U.S. ENVIRONMENTAL PROTECTION AGENCY, *et al.*,

Respondents

ENVIRONMENTAL LAW & POLICY CENTER, *et al.*,

Intervenors

On Petitions for Review of a Final Action
of the U.S. Environmental Protection Agency

DECLARATION OF BENJAMIN ZYCHER, PH.D.

I, Benjamin Zycher, having personal knowledge and being duly sworn declares that:

1. I am currently a senior fellow at the American Enterprise Institute, where my expertise is energy and environmental policy. I am also a member of the board of trustees of the Foundation for Research in Economics Education at the University of California, Los Angeles and a member of the editorial advisory board of the journal *Regulation*. I have held research and teaching roles in academia and private research institutions, and served for two years in the White House, with the Council of Economic Advisers

- (1981-83), and in the State Department, with the Office of Economic Analysis, Bureau of Intelligence and Research (2010-12).
2. I hold a Ph.D. in economics from the University of California, Los Angeles, a master's degree in public policy, from the University of California, Berkeley.
 3. This declaration is done in my personal capacity and reflects neither the views of the American Enterprise Institute nor any current or previous employer or organization with which I have been affiliated, including those listed above.
 4. I have reviewed the Final Rule issued by the Environmental Protection Agency on April 18, 2024 that is the subject of this litigation.¹

Summary.

5. The Final Rule will increase the prices of conventional (powered by internal combustion engines) vehicles in all states, including the prices of such vehicles purchased by states for the delivery of various state services, because buyers of vehicles cannot be induced to purchase a fleet with the greenhouse gas emissions characteristics mandated by EPA at competitive market prices. This is true in substantial part because the available data do not

¹ See Environmental Protection Agency, "Multi-Pollutant Emissions standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles," April 18, 2024, at <https://www.govinfo.gov/content/pkg/FR-2024-04-18/pdf/2024-06214.pdf>. The Draft Regulatory Impact Analysis, April 2023, is at <https://www.epa.gov/system/files/documents/2023-04/420d23003.pdf>. My formal comment paper to the Environmental Protection Agency on its earlier proposed rule is at <https://www.aei.org/research-products/testimony/comment-to-the-environmental-protection-agency-proposed-rule-on-multi-pollutant-emissions-standards-for-model-year-2027-and-later-light-duty-and-medium-duty-vehicles/>.

support the premise that savings in operating costs will offset the higher purchase costs of battery-electric vehicles, hybrid-electric vehicles, and plug-in hybrid electric vehicles. The very fact that EPA has promulgated a Final Rule forcing such a fleet mix onto the market demonstrates that it cannot be achieved at competitive market prices.

6. Instead, vehicle manufacturers forced to adhere to the regulated fleet GHG emissions requirements can achieve them only by raising the prices of conventional vehicles, and perhaps by reducing the prices of unconventional vehicles, so as to induce a sales shift toward the latter. This artificial market dynamic will be observed in all states in which conventional and unconventional vehicles are sold, the net costs of which will be borne in part by states purchasing conventional vehicles for the delivery of state services.
7. As a first approximation, the price increases to be observed for conventional vehicles will be equal across states. This outcome derives from the reality that there cannot prevail more than one price in the market for identical goods. If a given vehicle model sells for a higher price in one market than in another — net of transportation costs, tax differentials, and other such second-order differences — consumers will purchase those vehicles across state lines, paying to transport the vehicles to the states where they will be used.
8. Because states must utilize vehicles in the production of state services, states will bear non-trivial costs as a result of the Final

Rule. These costs will take the form of higher acquisition costs for vehicles in particular.

Introduction.

9. This declaration outlines in summary fashion the economic costs to be borne by the Commonwealth of Kentucky and other states also purchasing conventional vehicles as a result of the EPA Final Rule. This analysis is not intended to be comprehensive; instead, it is intended to demonstrate that vehicle acquisition costs will rise substantially for Kentucky and other states.

Section I: Vehicle Acquisition Costs.

10. The very fact that increased sales of unconventional vehicles must be mandated demonstrates that they do not satisfy consumer preferences as fully as conventional (internal-combustion) vehicles in terms of initial cost, operating cost, performance characteristics, and all other parameters shaping consumer vehicle choices.² The immediate corollary is that such increased market shares for unconventional vehicles must be achieved with the incorporation of explicit or implicit subsidies above those already provided by various government programs. Those extra subsidies will take the predominant form of prices higher for conventional vehicles, with the additional sales revenues used to reduce the prices of unconventional vehicles.

² Note that the EPA in its *Proposed Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026* simply ignores this, assuming that the fuel savings are both gross and net benefits, that is, that there are no adverse cost and performance parameters attendant upon an increase in the mileage standards required by federal regulations. An ancillary assumption is that consumers are too myopic or unperceptive to recognize such tradeoffs. See my discussion at <https://www.regulations.gov/comment/EPA-HQ-OAR-2021-0208-0254>, p. 5-6.

11. The mandated market shares can be achieved only with the incorporation of explicit or implicit subsidies for those purchasing unconventional vehicles.³ Such subsidies would take the form in particular of increases in prices for conventional vehicles combined with reductions in prices for unconventional vehicles, with the former increases used to subsidize the latter reductions so as to allow the vehicle manufacturers to earn competitive returns (that is, to cover their costs) over the time horizon relevant for ongoing capital investment.
12. Even before implementation of the Final Rule, the cost differences between conventional and unconventional vehicles are not trivial. A recent survey by Kelley Blue Book for July 2024 shows that average transaction prices for electric vehicles were \$56,520, while the comparable figure for ICE vehicles was \$48,401, a differential of 16.8 percent.⁴
13. A comparison of total ownership costs — purchase price, maintenance costs, fuel and electricity, and depreciation — published in October 2022 by Car-and-Driver for comparable models is summarized in the following table.⁵

³ Note that the manufacturers have incentives to price all vehicles at long-run marginal cost (equal to average cost in the likely case that the long-run supply function is flat) in order to drive sales toward the long-run profit-maximizing level.

⁴ See <https://www.kbb.com/car-advice/how-much-electric-car-cost/#:~:text=According%20to%20data%20from%20Kelley,its%20EV%20prices%20last%20year>.

⁵ See Roberto Baldwin, *et. al.*, “EV vs. Gas: Which Cars Are Cheaper to Own?” October 28, 2022, at <https://www.caranddriver.com/shopping-advice/a32494027/ev-vs-gas-cheaper-to-own/>. The comparisons are between the Hyundai Kona and the Hyundai Kona Electric and the Ford F-150 and the Ford F-150 Lightning.

Cost (dollars)	Hyundai Kona	Kona Electric	Ford F-150	Ford F-150 Lightning
Purchase	22,595	35,295	40,960	54,769
Maintenance	4,428	3,573	4,199	3,573
Fuel/ Electricity	5,162	2,548	8,325	4,529
3-Year Depreciation	9,795	15,305	13,981	15,738
3-Year Ownership	19,385	21,426	26,505	23,840

14. Note that this analysis is biased in favor of the unconventional vehicles because implicitly there is no discounting of the asserted future savings in terms of maintenance and fuel/electricity costs. The higher depreciation costs for the electric models simply reflect the higher purchase costs in a different form, as well as the higher costs of powertrain (battery) replacement.
15. In the Baldwin cost analysis, the net three-year cost disadvantage of the Hyundai EV model is over \$2,000, or about 10.5 percent. For the Ford F-150 models the cost advantage for the Lightning is \$2,665, or about 10 percent. Note, however, that a shift toward unconventional vehicles will require some retraining of maintenance and perhaps other personnel, so that the savings in maintenance costs reported by Baldwin are likely to be

- overstated. Moreover, the fuel/electricity cost savings assumed for the electric models are somewhat speculative, in that future shifts in prices for conventional transportation fuels and electricity are not known in advance.
16. One could quibble with these underlying cost numbers, or assume different ones. But the fact that mandates and subsidies and other forms of favoritism are required to achieve higher market shares for unconventional vehicles — but not enough to achieve the market shares (fleet GHG emissions characteristics) mandated under the Final Rule — demonstrates the underlying reality: The Final Rule would impose significant net costs on the purchasers of conventional vehicles, Kentucky and other states prominent among them.

Section II: Inexorable Decline in the Quality of State Public Services.

17. Vehicles are inputs (“productive factors”) in the provision of public services, and an increase in the cost of such vehicles can be predicted to lead state decisionmakers, whether legislators or agency managers, to respond by reducing the size of the vehicle fleet and/or by reducing the rate at which new vehicles replace older ones.
18. It is incontrovertible that an increase in the cost of acquiring vehicles not offset by an increase in the quantity or quality of transportation services provided by the more-expensive vehicles, will lead to a reduction in the quantity of such vehicles demanded per time period. The magnitude of that reduction is driven by the

state's overall demand "elasticity" for vehicles, that is, the responsiveness of state vehicle purchases to changes (increases) in prices.⁶ It is impossible that the demand elasticity is zero, that is, an increase in price would have no effect at all on the quantity demanded per time period. Following the discussion in section II (paragraph 12 above), assume that the average transaction price for EVs is higher by the reported difference of about \$8,000, or about 16.8 percent.

19. The following table shows computations of the reduction in the quantity of vehicles demanded per time period for a reasonable range of alternative demand elasticities assuming a 16.8 percent increase in purchase costs. The lower the assumed elasticity, the less "elastic" (or responsive) the demander to price changes, which are increases in our example. Whatever the assumed demand elasticity, the downward impact on the quantity of conventional vehicles demanded per time period means that state agencies will purchase more unconventional vehicles than otherwise would be the case.

⁶ The standard definition of the demand elasticity, usually denoted by the Greek letter η (eta), is the percent change in quantity divided by the percent change in price.

Demand Elasticity	Percent Reduction in Vehicle Purchases
0.1	2.2
0.2	4.4
0.3	6.6
0.4	8.8
0.5	11.1
0.6	13.2
0.7	15.4
0.8	17.6
0.9	19.8
1.0	22.0
1.5	33.0
2.0	44.0

20. Estimation of the demand elasticity for vehicles on the part of Kentucky (or other) state agencies is outside the focus here. But it is reasonable to assume that Kentucky state agencies do not purchase and maintain vehicle fleets larger than optimal, in particular because the legislature has incentives to discover the minimum budgets necessary for state agencies to provide given services, so as to release resources to serve other constituencies.⁷

⁷ In the usual case, the state agency and the legislature negotiate a lump-sum budget in exchange for a lump-sum basket of outputs. *See, e.g.,* William A. Niskanen, "Bureaucrats and Politicians," *Journal of Law & Economics*, Vol. 18, No 3 (December 1975), pp. 617-643, at <https://www.journals.uchicago.edu/doi/abs/10.1086/466829?journalCode=jle>.

- Because, again, vehicles are inputs in the provision of public services, a reduction in the quantity of vehicles purchased — in the size of the vehicle fleet — must yield a decline in the delivery of public services by Kentucky state agencies, as long as vehicles are a “normal” input in economic terms, that is, as long as additional vehicles provide additional services.⁸
21. A decline in the delivery of public services is a decline in the quality of public services. One obvious adjustment that a state agency might make is a shift toward an older fleet, that is, a substitution of used vehicles already owned (or purchased) by the state agencies in place of some new vehicles no longer purchased during the given time period as a result of the increase in vehicle purchase costs caused by the Final Rule. (Note, however, that an increase in the prices of new vehicles will drive the prices for used ones also, as they are substitutes.) This is one parameter that determines the given agency’s demand elasticity for new vehicles. There is no reason to believe that state agencies have incentives to retire (or to sell off) used vehicles too quickly; that is, there is no reason to predict that state agencies do not have incentives to balance appropriately the cost of new vehicles against the cost of maintaining and repairing older ones, again because the legislature has incentives to discover the minimum budgets necessary to provide given services by given agencies, so as to release resources to serve other constituencies.

⁸ An “inferior” input is one the use of which rises as output declines. It is difficult to think of an example; perhaps small tractors in agricultural operations might qualify.

22. Accordingly, state agencies have incentives to preserve a level of vehicle reliability that optimizes the costs of new vehicles, maintenance and repair of older ones, and the implicit costs of interruptions in the delivery of public services caused by a reduction in vehicle reliability.
23. This effect is likely to be exacerbated by weather conditions in Kentucky and other moderate cold-weather states. Cold temperatures degrade the operational efficiency of vehicles powered with batteries; typical estimates are that cold weather reduce the range available on a battery charge by 35 percent or more.⁹ Because the Final Rule forces Kentucky state agencies to purchase more unconventional vehicles than otherwise would be the case — that would be one effect of the attendant increase in the prices of conventional vehicles as the cross-subsidization dynamic operates — the winter range problem combined with the time needed to recharge vehicle batteries will create additional incentives to extend the working lives of the existing state vehicle fleet, exacerbating the service quality problem just discussed.

Conclusion.

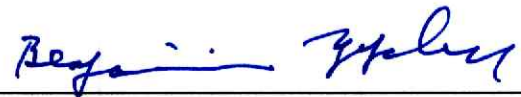
24. The central issue addressed here is whether the EPA Final Rule will inflict real economic costs upon Kentucky and other states

⁹ The EPA estimate is 41 percent. See <https://www.fueleconomy.gov/feg/coldweather.shtml>. See also the last figure here: https://www.researchgate.net/publication/328911230_Scaling_Trends_of_Electric_Vehicle_Performance_Driving_Range_Fuel_Economy_Peak_Power_Output_and_Temperature_Effect/figures?lo=1; and, e.g., <https://apnews.com/article/04029bd1e0a94cd59ff9540a398c12d1> and <https://www.consumerreports.org/hybrids-evs/how-much-do-cold-temperatures-affect-an-evs-driving-range-a5751769461/>.

similarly situated. Because of market dynamics and other relevant realities — and driven inexorably by the effect of the Final Rule on purchase prices for conventional and unconventional vehicles — the answer incontrovertibly is in the affirmative.

DATED: September 4, 2024

Respectfully, submitted,

A handwritten signature in blue ink, appearing to read "Benjamin Zycher", is written over a horizontal line.

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I certify that on September 6, 2024, I electronically filed the above with the Clerk of the Court for the United States Court of Appeals for the District of Columbia Circuit using the CM/ECF system. I further certify that all participants in the case are registered CM/ECF users and that service will be accomplished by the CM/ECF system.

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